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ONE SHILLING.

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GERMANY DECEIVING HERSELF? SOLDIERS OF THE ENEMY ARMIES RETURN TO BERLIN AS "UNDEFEATED."

The soldiers are seen with Colours of regiments of the ex-Kaiser's Guards. It is characteristic of the enemy's lack of sense of humour—and, possibly, of information—that the German soldiery marched into Berlin after the Armistice as be-lauralled and flower-decked undefeated troops! This, after decisive fighting about which Sir Douglas Haig wrote: "The military situation on the British Front on the morning of the 11th November (1918) can be stated very shortly. In the fighting since November 1st

our troops had broken the enemy's resistance beyond possibility of recovery, and had forced on him a disorderly retreat along the whole front of the British Armies. Thereafter, the enemy was capable neither of accepting nor refusing battle. . . . The strategic plan of the Allies had been realised with a completeness rarely seen in war. When the Armistice was signed by the enemy, his defensive powers had already been definitely destroyed. A continuance of hostilities could only have meant disaster."



By G. K. CHESTERTON.

PEACE has left the peace-mongers with a legacy of one sincere sentiment—a hatred of the great hope of the Polish people. It is natural enough that these singular democrats, who were always ready with an excuse for Prussia, should now always be ready with a depreciation of Poland. It is equally natural that the attack on Poland should be conducted in the same fashion as the apology for Prussia—not directly and defiantly, but by clouds of casual hints, misleading fancies, and more misleading facts. I could give many examples of the worst way in which the thing is done—as in that character of the candid friend which is commonly assumed by the very uncandid foe. But I prefer to take the thing at its best rather than at its worst; and I will take the case of a letter I found, a few minutes ago, in the current issue of the *Nation*—a letter from Mr. T. Percy Armstrong. I take his case as a convenience, and even as a compliment. For he states in a short,ucid, and moderate fashion what others sow at random, in suggestions always scattered and generally scatter-brained. His object is to suggest that it will be very difficult for Europe to create the nation that Frederick the Great destroyed—in short, that it is doubtful whether such a thing could exist as the thing which for many centuries actually existed. As he uses most of the arguments generally used, and these very clearly and within a short compass, I will here arrange them under separate headings, and deal with them in turn.

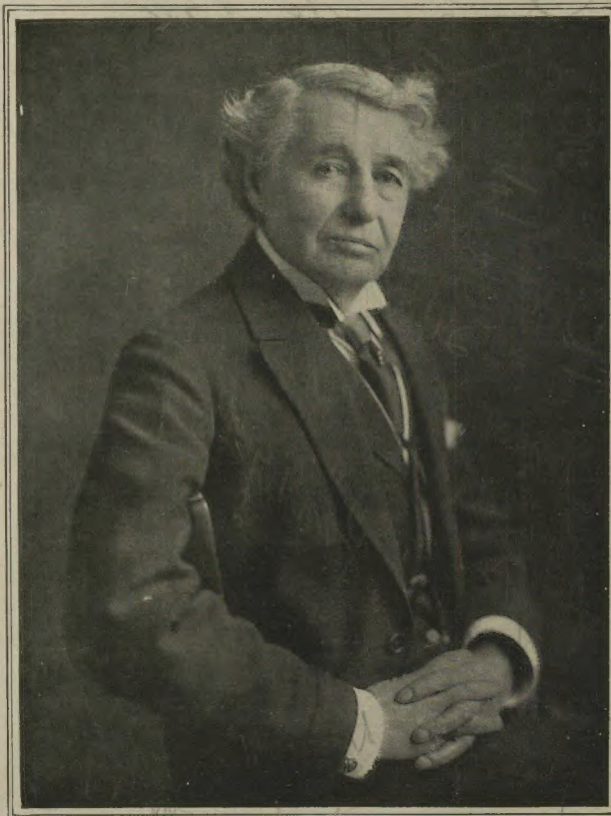
First of all, he says, "No doubt it would be an admirable thing to erect a new Slav barrier to the east of Germany, but can it be done? Bismarck, no mean judge upon the point, declared that it could not." This, it will be admitted, is a rather innocent opening for the discussion. It is much as if a man were to say, "The Duke of Alva, a soldier and statesman of no little experience, put small faith in the project of turning Holland into an independent Protestant republic"; or as if he said, "Marat, a man of very vigilant logic, did not hope for much from the Royalist scheme for restoring the Bourbons"; or as who should say, "Nero, a gentleman of considerable culture, was not very sanguine about the Christians succeeding in their effort for human salvation." The attitude of Bismarck towards Poland and towards Russia was pretty simple and self-evident; and it certainly was not a mere detached doubt about whether any Slav could establish any State. He did not want to be the ally of Poland, because he did want to be the oppressor of Poland. But he had no objection to being the ally of Russia, on the one condition that Russia also would be the oppressor of Poland. He was not so unwilling that a Slav State should be strong, as he understood being strong, which was being brutal.

Second, Mr. Armstrong says, "The frontiers of old Poland were open to an invasion upon the east and west; there can be no real strength in a long thin kingdom stretching from the Baltic almost to the Euxine." Here it is enough to repeat the historical test already suggested. Mr. Armstrong

really answers the whole of his own sentence with a single word contained in his own sentence. It is the single word "old." The very fact that the frontiers of Poland are old frontiers is a proof that these frontiers remain in the memory and revert to the power of the Poles. The very fact that Poland is an ancient State proves that it is not an ephemeral State. That it suffered violence and vicissitudes of fortune is true, as it is true of most ancient States; and the only moral, from the argument of Mr. Armstrong, must be that there cannot be any such things as inland States. But Poland was only murdered by a quite abnormal conspiracy quite late in a quite lengthy history. It is like

goose!" At least, if ever I hear British subject crying in the street that the British Lion is a mangy cat, my feelings will be but faintly expressed by saying that they are not in full sympathy with national aspirations. But there is no space here to discuss the Jewish problem, on which I have always held the Zionist or Jewish Nationalists' position. Suffice it to say that I would give special and secure privileges to the Jews; but certainly not the privilege of preventing the national existence of the Poles.

The fourth point in the letter is that "the Poles, with all their brilliant gifts, are deficient in the capacity for organisation." I wish to repeat here that I do not charge Mr. Armstrong himself with unfairness or even unfriendliness to the Poles; I use his text as a useful summary of the difficulties that are so much discussed. With this impersonal proviso, I may be permitted to say that the above argument has always struck me as a base, brutal, and microscopically mean argument. It is needless to add that it was in a special sense the German argument. If I poison my uncle, and then placard the world with the news that he drank himself to death, I really think that the second part of my action is more abominable than the first. If I steal all my friend's money, and then lock him up as a lunatic who cannot look after property, I am myself something very much lower than a thief. Poland went to pieces solely because it was knocked to pieces; the Teutonic theory that there was something anarchic in its own nature was a tardy Teutonic after-thought and a greasy German excuse. The Poles doubtless have their national faults, like other nations; but that such faults prevent them altogether from acting corporately is contradicted by the way in which they have constantly acted. Mr. Armstrong then adds, touching this matter of organisation, that it is "just here that the Germans have taught and can teach them much." Certainly there are things the Poles could not do in any case, and about which I doubt whether any German has ever taught them anything. The Poles have never enjoyed that perfect social adjustment that made all the Prussian Professors write down the same sentence, as all the Prussian soldiers would make the same salute. The Poles are incapable of that clear organisation that makes it possible for a massacre of babies to begin at a certain signal, stop at another signal, and begin again at a third signal. Certainly they have not the German gift for organisation; and certainly the Germans might teach it, if the Poles would stoop to learn it. But there happens to be another type of organisation with more savoury associations, of which the great example in the West is France, and in the East Poland. It is that spontaneous self-organisation of free men, which need not work with an office and a uniform—which can even work against the office and against the uniform. And there never was a more splendid triumph of this true organisation than that won over the land-grabbing legislation of the Prussians by the living organisation of the Poles.



A GREAT ACTOR DEAD: THE LATE SIR CHARLES WYNDHAM.

It is not often that an actor can be at once a faultless comedian and an equally faultless exponent of that sympathetic human touch which endears him to an audience. Sir Charles Wyndham, who passed away at Brighton on Sunday, January 12, was perfect in both schools of his art. His charming manner and flexible voice won him success in a wide range of impersonations, and "a Wyndham part" conveyed the idea of charm and finished art to thousands of playgoers. He had, too, the "grand manner"; and his death, at the age of nearly eighty-two, is a great loss to the stage in the story of which his long career played so brilliant a part. Lady Wyndham, so popular on the stage as Miss Mary Moore, will have widespread sympathy in her irreparable loss.—[Photograph by Vandyk.]

trying to demonstrate the incurable disease and inevitable early death of a gentleman assassinated at the age of eighty.

Thirdly, Mr. Armstrong says that the population is not homogeneous, and that there are other races, notably the Jews, "constituting a middle class that in the past, at any rate, was not in full sympathy with national aspirations." Personally, I should say that this middle class, past and present, is not in sympathy with national aspirations because it happens to belong to another nation. Mr. Armstrong's phrase is a rather mild one for a mob of aliens who hooted the White Eagle of Poland with howls of "Down with the white

GERMANY IN THE MELTING-POT: RETURNING TROOPS; LIEBKNECHT.



2

"CAPABLE NEITHER OF ACCEPTING NOR REFUSING BATTLE" WHEN THE ARMISTICE WAS SIGNED: DEFEATED GERMAN SOLDIERS ENTERING BERLIN.
LIEBKNECHT AT WORK IN UNTER DEN LINDEN: THE NOTORIOUS SPARTACUS LEADER ADDRESSING A BERLIN CROWD.

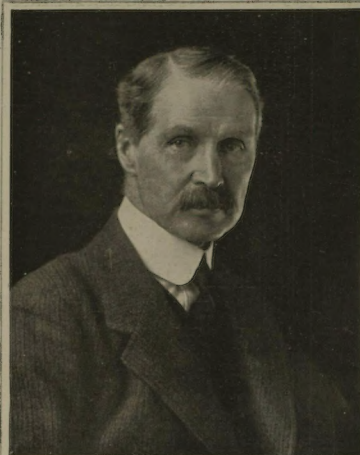
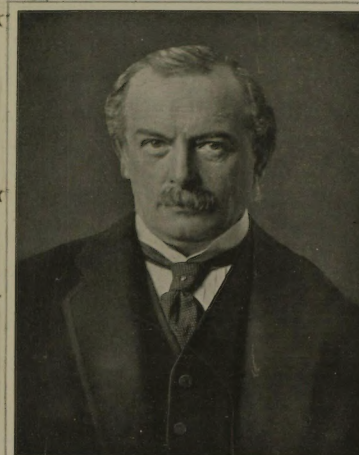
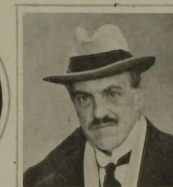
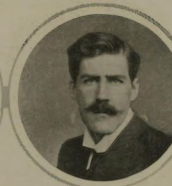
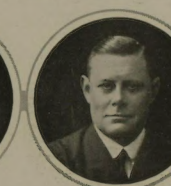
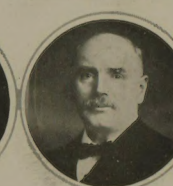
As we note on our front page, German soldiers returning to Berlin entered the capital after the Armistice in the guise of undefeated troops, which argues, to say the least of it, a somewhat extraordinary state of mind; for never were armies so completely routed as those of the ex-War Lord.—According to a report from The Hague, on January 9, Liebknecht tried to make an attack on the Kaiserhof Hotel on the night of the 7th.

The hotel was defended by the Government, and the Spartacus men had to retreat with loss. Later it was stated that Liebknecht had been killed in street-fighting; but at the moment, at all events, this seems very unlikely. There is a report, however, that he has fled and that his son has been taken prisoner. Judging by recent statements, Liebknecht seems to meet with a very mixed reception on his public appearances!

THE NEW "LOYD GEORGE" COALITION GOVERNMENT: THE PREMIER AND SOME OF THE CHIEF MEMBERS.

PHOTOGRAPHS BY BALDWIN, RUSSELL, ELLIOTT AND FRY, VANDER.

SWAINE, L.N.A., BASSANO, LAFAYETTE, RUSSELL, AND E. O. HOPPE.

THE RT. HON. EDWARD
SHORTT, K.C.,
Home Department.THE RT. HON. SIR JOSEPH
MACLAY, BT.,
Ministry of Shipping.THE RT. HON. SIR ALFRED
MOND,
First Commissioner of Works.THE RT. HON. A. BONAR LAW,
Lord Privy Seal and Leader of the House of Commons.THE RT. HON. DAVID LLOYD GEORGE,
Prime Minister and First Lord of the Treasury.THE RT. HON. VISCOUNT
MILNER, G.C.B., ETC.,
Colonies.THE RT. HON. ROWLAND E.
PROTHERO, M.V.O.,
President of Board of Agriculture.THE RT. HON. E. S.
MONTAGU,
India Office.THE RT. HON. SIR AUCKLAND
GEDDES, K.C.B.,
National Service and Recruiting Officer.THE RT. HON. SIR F. E.
SMITH, BT., K.C.,
Lord Chancellor.F.M. VISCOUNT FRENCH,
K.P., ETC.,
Lord-Lieutenant of Ireland.THE RT. HON. G. H.
ROBERTS,
Ministry of Food—Food Controller.THE RT. HON. SIR J. COMPTON
RICKETT,
Paymaster-General.THE RT. HON. ROBERT MUNRO,
M.C.,
Secretary for Scotland.THE RT. HON. WINSTON S.
CHURCHILL,
War Office and Air Ministry.THE RT. HON. THE EARL OF
CRAWFORD AND BALCARRES,
Chancellor of the Duchy of Lancaster.MR. ANDREW WEIR,
Ministry of Munitions—to be Ministry
of Supply.THE RT. HON. SIR ERIC GEDDES,
G.C.B., ETC.,
Minister without Portfolio.SIR ERNEST POLLOCK,
K.C.,
Solicitor-General.THE RT. HON. SIR ALBERT
STANLEY,
President of the Board of Trade.THE RT. HON. G. N.
BARNES,
Minister without Portfolio.RT. HON. EARL CURZON OF KEDLESTON, K.G.,
Lord President of the Council and Leader
of the House of Lords.THE RT. HON. A. J. BALFOUR,
O.M., ETC.,
Foreign Affairs.THE RT. HON. J. L.
MACPHERSON,
Chief Secretary for Ireland.THE RT. HON. C. ADDISON, M.D.,
President of the Local Government
Board.THE RT. HON. A. H. ILLING-
WORTH,
Postmaster-General.THE RT. HON. H. A. L.
FISHER,
President of the Board of Education.THE RT. HON. WALTER
LONG,
First Lord of the Admiralty.THE RT. HON. AUSTEN CHAMBERLAIN,
Chancellor of the Exchequer.

We give here portraits of the principal members of the new Ministry which has been formed by Mr. Lloyd George since the General Election. Of these it may be noted that peerages have been conferred by the King on Mr. Andrew Weir, the new Minister of Munitions; Mr. Rowland Prothero, who remains President of the Board of Agriculture; and Sir S. P. Sinha, the new Under-Secretary for India. It may be assumed also that the new Lord Chancellor, Sir Frederick E. Smith, will also become a Peer in due course, in accordance with the traditions of that office. Among other interesting appointments, apart from the Ministers whose portraits are given above, may be mentioned that of Major-General J. E. B. Seely, formerly Secretary for

War, as the new Under-Secretary for the Air. Most of the chief officials of His Majesty's Household retain their positions. The names as given in the new list are as follows: Viscount Farruhar, Lord Steward of the Household; Colonel R. A. Sanders, M.P., Treasurer of the Household; Sir Edwin Cornwell, Bt., M.P., Comptroller of the Household; Viscount Sandhurst, Lord Chamberlain; Mr. W. Dudley Ward, M.P., Vice-Chamberlain; Lord Colebrook, Captain of the Gentlemen-at-Arms; Lord Hyton, Captain of the Yeomen of the Guard; the Earl of Chesterfield, Master of the Horse; Lord Stanmore, Lord Ranksborough, Viscount Valentia, and the Earl of Jersey, Lords-in-Waiting.

A GREAT DAY IN PRAGUE: PRESIDENT MASARYK'S TRIUMPHAL ENTRY.

PHOTOGRAPHS BY CENTRAL PRESS.



THE FIRST PRESIDENT OF THE CZECHO-SLOVAK REPUBLIC ENTERING PRAGUE: M. MASARYK'S CAR IN THE PROCESSION.



PATRIOT AND PHILOSOPHER: PRESIDENT MASARYK (RAISING HAND) IN HIS FLOWER-DECKED CAR.



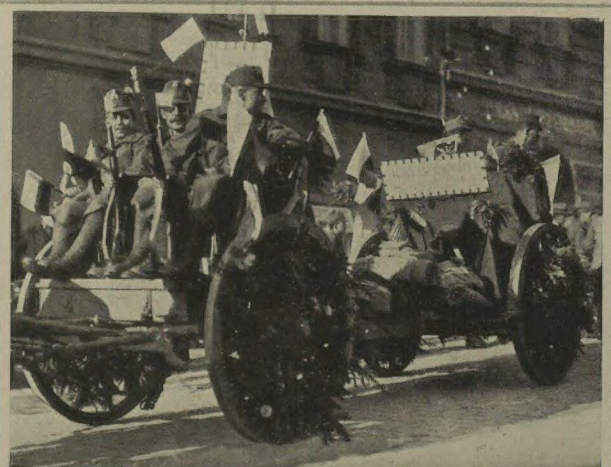
WITH PORTRAITS OF PRESIDENTS WILSON AND MASARYK: SOLDIERS AT THE PROCLAMATION OF THE CZECHO-SLOVAK REPUBLIC.



IMPRISONED IN VIENNA FOR NINE MONTHS: THE PRESIDENT'S DAUGHTER, DR. ALICE MASARYK, DRIVING IN THE PROCESSION.



IN AUSTRIAN UNIFORM BUT NO LONGER UNDER AUSTRIAN DOMINATION: CZECH TROOPS LEAVING TO ESTABLISH FRONTIERS.



THE REVOLUTION OF OCTOBER 29 IN PRAGUE: CZECHO-SLOVAK SOLDIERS ON A BEFLAGGED AND DECORATED LORRY.

M. Thomas Masaryk, the first President of the Czechoslovak Republic, established as a result of the revolution of October 29 last, made his triumphal entry into Prague, the capital of what was formerly Bohemia, on December 21. Thousands of people had poured into the city for the occasion, and the popular leader was welcomed with indescribable enthusiasm. His train and car, and the city itself, were profusely decorated with flowers, evergreens, and flags, and thousands of portraits and busts of President Masaryk and President Wilson were displayed. At the station (renamed, like the Franzensbrunne, after President Wilson), M. Masaryk was met by the Premier, Dr. Kramarz, and drove

in a procession which took two hours to the Parliament House, where he took the oath as President. During the war he has been in the United States and elsewhere, working for his country's cause. Of humble birth (the son of a coachman), he has risen to eminence as a writer and philosopher, as well as an ardent patriot. His first aim, as President, has been to establish communications, by air and railway, between Entente countries and Czechoslovakia, which, he urges, is "the natural base for all the work of the Allies in Central and Eastern Europe." His daughter was among the many Czech women imprisoned in Austria during the war.

The Development of the British Airship: An Incident at Sea.

FOR THE FIRST TIME: A BRITISH NAVAL AIRSHIP TAKING A PASSENGER ON BOARD FROM A SHIP'S BOAT.

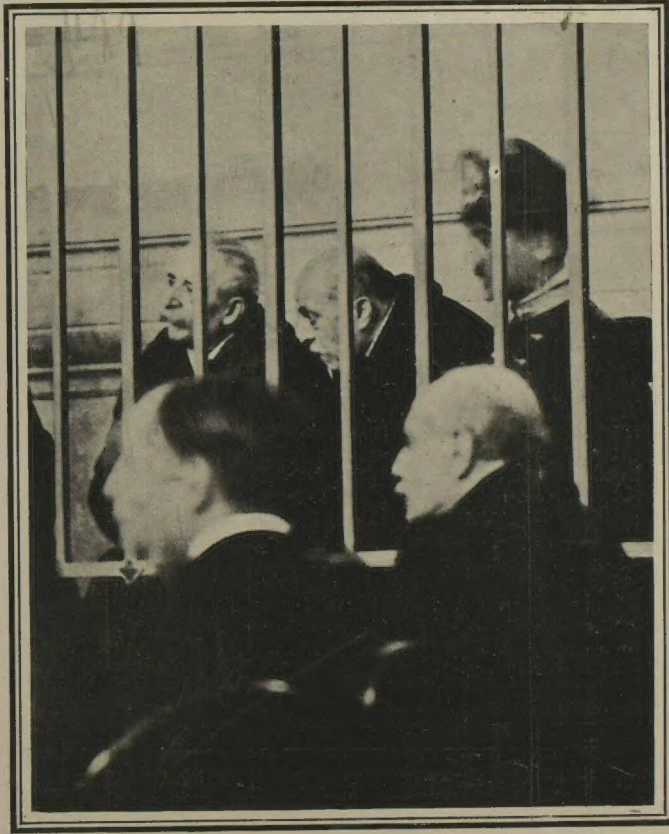
The "Evening News" stated the other day that it had been informed officially that the Admiralty is embarking on a big programme of airship construction. Already there are being built airships with a gas-capacity of 2,500,000 cubic feet, a lifting capacity of 60 tons, a range of 8000 miles, a speed of from 60 to 70 miles an hour, and a

crew of 25; and still bigger airships are projected. They are to be built primarily for sea-patrol and observation work for the Navy, and will be stationed on the coast. They will be able to remain in the air for a week at a time and will be of the rigid type. [BRITISH NAVAL OFFICIAL PHOTOGRAPH.]

An Italian Counterpart of the Bolo Case: The Cavallini Trial in Rome.

THE PRINCIPAL PRISONER IN THE DOCK: EX-DEPUTY FILIPPO CAVALLINI (SEATED IN CENTRE) CHARGED WITH HIGH TREASON.

The Cavallini case, which began in Rome on November 14, and is expected to last several months, is analogous to the trial of Paolo Bolo in Paris. Cavallini himself, who had dealings with Bolo, has already been condemned to death by the French Court. His examination in the Rome trial began just before Christmas. Nearly 1000 witnesses have



ALSO CHARGED WITH HIGH TREASON: (LEFT TO RIGHT) EX-DEPUTY LUIGI DINI AND COMMENDATORE ADOLFO RE-RICCARDI IN THE DOCK.

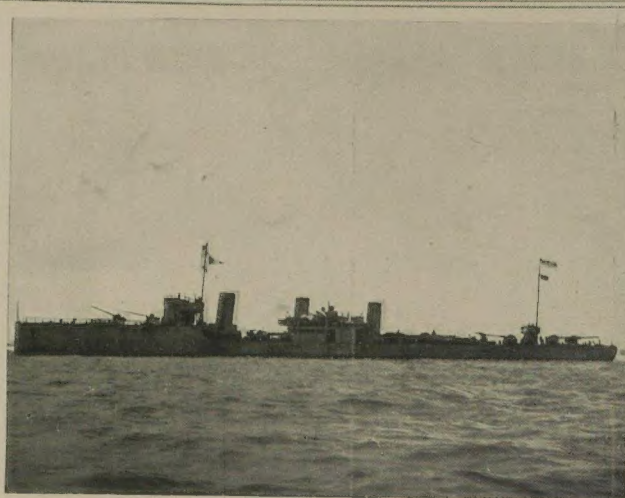
been cited—496 for the prosecution and 413 for the defence. The accused are four Italian ex-Deputies, Cavallini, Dini, Brunicardi, and Buonanno, Commendatore Re-Riccardi, Cesare Hanau, Lorenzo d'Adda, and the self-styled "Marchesa" Ricci. They are charged with high treason and communicating with the enemy to that intent.

THE AFTERMATH OF WAR: OCCASIONS NAVAL, MILITARY, AND AERIAL.

PHOTOGRAPHS BY C.N. FARRINGTON PHOTO. CO., AND NEWSPAPER ILLUSTRATIONS



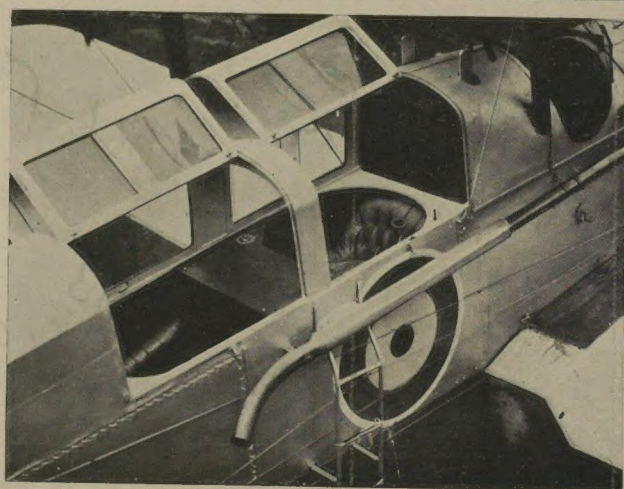
CLEAVING THE ICE OF THE BALTIC: H.M.S. "CALYPSO" AND OTHER BRITISH WAR-SHIPS LEAVING HELSINGFORS.



FLYING THE WHITE ENSIGN OVER THE BOLSHIEVICK FLAG: THE DESTROYER "AVTROIL" CAPTURED BY THE "CALYPSO."



BUILT FOR MR. LLOYD GEORGE TO FLY TO PARIS FOR THE PEACE CONFERENCE: THE PREMIER'S OFFICIAL AEROPLANE.



SHOWING TWO PASSENGERS' SEATS AND LUGGAGE COMPARTMENT: THE BODY OF THE PREMIER'S AEROPLANE.



THE HOMECOMING OF THE UNITED STATES FLEET: AMERICAN BLUE-JACKETS ACCLAIMED IN FIFTH AVENUE, NEW YORK.



PROTESTING AGAINST THE DISMISSAL OF DISABLED MEN FROM MUNITION FACTORIES: DISCHARGED SOLDIERS IN TRAFALGAR SQUARE.

The capture of two Bolshevi' destroyers by H.M.S. "Calypso" (Capt. B. S. Thesiger), in the Baltic near Reval, was announced by the Admiralty on December 28. The British Squadron recently left that portion of the Baltic which becomes frozen over in winter, to avoid being ice-bound.—It has been stated that Mr. Lloyd George will fly to Paris on January 20 in an aeroplane specially built by the Aircraft Manufacturing Company, at Hendon. It is a biplane of standard war type for a pilot and two passengers, and is

fitted with a closing saloon with leather seats, a table at which the passengers sit facing each other, electric light and heating, and a luggage compartment.—The vanguard of the United States Fleet from Europe arrived off New York on December 26. In the afternoon the sailors paraded Fifth Avenue amid great acclamations.—On January 11 several thousand members of the National Federation of Discharged Sailors and Soldiers marched to Trafalgar Square to protest against the dismissal of disabled men from munition factories.

BY SEA AND AIR TO PARIS: BRITISH PEACE DELEGATES DEPART.

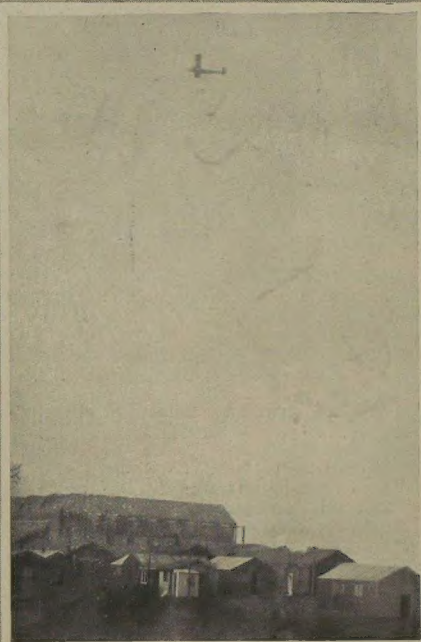
PHOTOGRAPHS BY C.N. I.N.A., ILLUSTRATIONS BUREAU, AND NEWS ILLUSTRATIONS CO.



THE PREMIER LEAVING ENGLAND FOR THE PEACE CONFERENCE PRELIMINARIES: MR. LLOYD GEORGE AT FOLKESTONE.



INDIAN DELEGATES: SIR S. P. SINHA (SECOND FROM LEFT) UNDER-SECRETARY FOR INDIA AND THE MAHARAJAH OF BIKANIR (THIRD).



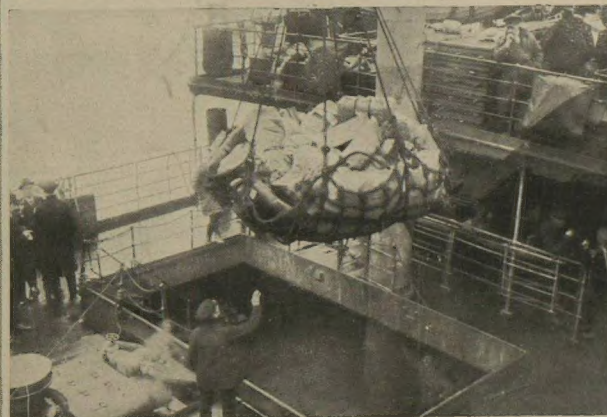
THE LORD PRIVY SEAL IN FLIGHT: MR. BONAR LAW'S AEROPLANE LEAVING HENDON.



THE CHIEF OF THE IMPERIAL GENERAL STAFF: GENERAL SIR HENRY WILSON ON HIS WAY TO PARIS FOR THE PEACE CONFERENCE.



DOMINION REPRESENTATIVES: (L. TO R.) GENERAL BOTHA, GENERAL SMUTS, AND SIR JOSEPH COOK, LEAVING CHARING CROSS



THE DEPARTURE OF BRITISH PEACE DELEGATES: LOWERING LUGGAGE INTO THE HOLD OF THE S.S. "VICTORIA" AT FOLKESTONE.

Mr. Lloyd George and a party of other Peace Delegates, with their *entourage*, left Folkestone on January 11 for Paris, where they duly arrived that evening. Among them were the Premiers of Canada, Australia, New Zealand, South Africa (General Botha), and Newfoundland; the Secretary for India (Mr. E. S. Montagu), and the new Under-Secretary, Sir S. P. Sinha, on whom the King has conferred a peerage; the Maharajah of Bikanir; General

Sir Henry Wilson, Chief of the Imperial General Staff; General Smuts; and Sir Joseph Cook, Australian Minister of Marine. Mr. Bonar Law, who in the new Government is Lord Privy Seal and Leader of the House of Commons, travelled more adventurously to Paris, with his secretary, in a Handley-Page aeroplane. The first meeting to arrange preliminaries of the Peace Conference was held at the French Foreign Office on the 12th.

THEODORE ROOSEVELT.



By JOHN STEELE.

GR^{EAT} BRITAIN has seldom had to mourn the passing of a truer, more constant, or more outspokenly admiring friend (especially during the course of the great European war) than ex-President Theodore Roosevelt, whose extraordinary career came to a sudden and unexpected end at Sagamore Hill, his home at Oyster Bay, New York State, on Monday, January 6.

One of those most in sympathy with British ideals before the war, it would be difficult to exaggerate the fervour with which Mr. Roosevelt paid tribute to the triumphs of the British Navy, the splendid achievements of the newly formed British Armies, and to the honourable choice made by this country in the early days of August 1914. From the first he was for American intervention in the struggle. All four of his sons later served on its battlefields; and of these one, Lieutenant Quentin Roosevelt, was killed in an air-fight over the historic field of the Marne. All three others—Captain Kermit Roosevelt, who served with distinction in the British Royal Artillery in Mesopotamia, and was decorated with the D.S.C., later being transferred to the American Artillery; his eldest brother, Theodore; and Captain Archibald—have been wounded.

Perhaps the most notable occasion on which Mr. Roosevelt spoke out as the friend of England—in this case as a, to some, disagreeably candid friend—was when, on his return from his hunting trip in Africa, he made his "bombshell" speech at the Guildhall on our policy in Egypt. "Govern or get out" was the gist of what he then said, and to many this speech was one of the

most "blazing" of the ex-President's many "indiscretions." It may be stated positively, however, that Mr. Roosevelt's words were uttered with the approval, and perhaps even at the suggestion, of those responsible for our Colonial policy. Among those who listened to the speech were Viscount Grey, then Foreign Minister, and Mr. Balfour; and on the following day Viscount Grey and the ex-President, both keen nature lovers, took a walk in Epping Forest to "hear the birds sing." Mr. Roosevelt himself on one occasion declared, "All my indiscretions are carefully calculated indiscretions."

There have been few men whose careers would be more difficult to summarise in little than that of this picturesque statesman, author, rancher, soldier, explorer, hunter, publicist, and world-renowned exponent of the "strenuous life." Born in 1858, he came, unlike the majority of American politicians, of gentle lineage. His father was descended from one of the Dutch families that crossed the Atlantic when New York was still New Amsterdam; while an ancestor of his mother had been revolutionary Governor of the Southern State of Georgia. Educated at Harvard, his political career from first to last was a fight for clean government and lofty national as well as individual ideals.

As the youngest member of the New York State Legislature, to which he was sent by a New York constituency in 1881, he assailed political venality, and largely defeated it. As Civil Service Commissioner in the Government of President Harrison (1889-1895), he succeeded, in the face of powerful opposition, in introducing so many reforms that,

ardent Republican as he was, he was begged by President Cleveland, on the latter's second inauguration, to continue in office. As Police Commissioner in New York City, he purged the force of corruption. As Assistant-Secretary of the Navy in President McKinley's first Administration—a post which he accepted in 1897—America's maritime arm was doubled, largely owing to his efforts. His part in the Spanish-American War, in which he organised and led the famous "Rough Riders," is too famous to need more than passing mention.

Elected Governor of New York State after the Cuban campaign, his reform work was so effective that the bosses decided to shelve him, and secured his nomination as Vice-Presidential "running mate" to McKinley in the election of 1900. But, six months after his inauguration, McKinley was assassinated at Buffalo, and the great reformer who was to have been rendered impotent became President. In 1904 he was triumphantly re-elected, his Democratic rival, Judge Alton B. Parker, being nowhere.

Mr. Roosevelt married, in 1880, or soon after his graduation, Miss Alice Hathaway Lee, a member of a New England family of good standing. She died in 1884. His second wife, whom he married at St. George's Church, Hanover Square, London, in December 1886, was Miss Edith Kermit Carew. He had six children, a daughter by his first wife, and by his second four sons and one daughter. Alice, his elder daughter, married, in 1906, Nicholas Longworth, a Congressman. His younger daughter, Ethel Carew Roosevelt, also married.

UNPUBLISHED SOLDIER-POETS.



By E. B. OSBORN.

FROM the third year of the war to the end there was a significant falling-off in the quantity and quality of the war verse by soldier-poets. This was a symptom, no doubt, of the fed-up feeling which began to be general in our fighting forces, though it made them none the less—perhaps all the more—determined to see their job through. The heroic mood was no longer in favour; and those who indulged in it, still seeing certain colours of high romance in the multitudinous sacrifice, were taken to task by realistic rhymesters and accused—most unjustly, in point of fact—of camouflaging their emotions. Thus a recently published diarist has scoffed at the remarkable sonnet by H. Rex Feston (an Oxford undergraduate who fell in action), which begins—

I know that God will never let me die.

He is too passionate and intense for that.

See how He swings His great suns through the sky;

See how He hammers the proud-faced mountains flat;

He takes a handful of a million years

And flings them at the planets; or He throws

His red stars at the moon; then with hot tears

He stoops to kiss one little earth-born rose.

Yet this same scoffer also fell in action, and it is only because he girded at his comrades that I find myself regretting that he did not remain unpublished. It is well, surely, that the real Bellona, all bones and blackness behind, should be shown for what she is to the next bellicose era, which will come in forty or fifty years (history teaches it is so), when the horrors of the German War have faded out of personal remembrance.

Yet this fed-up feeling—a migraine of the Army soul, which is one and indivisible—was passing away before the sudden, unexpected end, and once more the war anthologist is receiving verse inspired by the former sense of sacrificial splendour. As time goes on, I am sure, war's passions in retrospect—above all, its selfless comradeship—will be made the stuff of poems equal in power to Julian Grenfell's and Noel Hodgson's. It is not for nothing that man has been a fighting creature these five million years, thereby thrusting himself up to the status of *homo sapiens* from the condition of a stranded mudfish. I even dare to hope for the great fighting sea-poet who has been so strangely

lacking to English literature for so long. Meanwhile, I have seen the unprinted poems of an air-fighter who will surely seize and keep the blue laurel, because of the fleeting joy he finds in his road through the skies—

The Road is as my soul, she is a fear,

A living splendour, and a wanderer's prize,

and in a few short lines paints an unforgettable picture of night-flying between land and sea—

Aloft on footless levels of the night

A pilot stands on thunder with the stars,

Sees in the utter deep the fainting light

Of far-off cities, cast in coal-black bars

Of shore and soundless sea

and gives Death the lie, since he can say—

Nor am I stuff that worms administer.

Let the fighting men revile war, if they choose: they have the right. But not so the civilians who must revere the dread dispensation which has saved them from worse than slavery.

SYMBOLS OF SEA POWER: BADGES OF THE ROYAL NAVY.

(See Illustrations on Pages 80-81.)

SHIPS' badges, or crests, as they are erroneously called—for the crest is worn on the helmet, and therefore by no stretch of the imagination could it be attached to a ship—are the survival of the dragon or wolf's head on Roman and Norse ships, which was followed by images of saints set on the prow or the poop of the mediæval galleon. In the same way, the military badges are but the successors of the feudal lord's badge which all his retainers wore either on their arm, breast, or back. These modern boat badges may be placed in three categories of illustration. They typify either the name of the ship, called after a city or locality—as, for example, *Cornwall*, which shows the arms of the Duchy—or they are purely symbolical, such as those of *Sportive*, showing a butting goat, or *Tactician*, with its chess-problem "check-mate"; or King Arthur's Excalibur for *Tintagel*. The third variety shows the battle honours of a ship or the arms of a distinguished officer who commanded one of her predecessors of the same name: as for example, *Vanguard* uses for a badge a profile head of Nelson, and *Drake* uses Drake's own historic badge. The whole subject of ships' badges has, up to the present time, been left to private fancy and to the taste of individual officers commanding the several ships, and confusion has arisen.

Different ships have adopted practically the same badge. Both *Hampshire* and *Prince George* use a Tudor Rose; *Sparrowhawk* and *Marmion* use a falcon of very similar design; *Victory*, *Vanguard*, and the Royal Naval Barracks, Portsmouth, all use the stern of an eighteenth-century battle-ship. Still more confusion arises with those ships that use an initial letter only, as there are large numbers that use the same letter. Again, some ships' officers, being dissatisfied with the original design, have adopted an entirely different badge; as, for example, *Sharpshooter*, which has used three rifles piled, a rifleman, and a Cupid with bow and arrow—all of which is unsatisfactory. It is essential that the design should be based on heraldic principles; but it is also essential that its meaning should not be obscure. Occasionally delicate humour can be introduced, which will always be appreciated by those serving on the ship, and will in itself tend to create a certain tradition similar to those which have sprung up in the Army over the nicknames of regiments.

In the early days of heraldry the badge was intended to mark the banner, equipment, and retainers of an individual commander as distinct; and this distinction should certainly be observed

in the case of ships; otherwise the adoption of any design is entirely useless and misleading. The ship's badge is used for several purposes. It figures sometimes on the quarterdeck with the scroll on which are inscribed war honours; in some ships it is used as a facing for the tampion covers; and it is also placed on either side of the bows of the ship's boats. Besides this, it is, of course, utilised on the headings of notepaper, and engraved on cups, trophies, and plate.

The Admiralty have recently taken the matter seriously in hand, and have appointed a Committee to which all such questions will be referred. Major Charles Houllkes, Curator of the Imperial War Museum, who has been appointed Adviser to the Admiralty Committee on matters of heraldry and design, possesses an interesting collection of Naval badges, and has already produced a large number of designs which are in use in the Navy at the present time. Many of these are shown at the Sea Power Exhibition, Grosvenor Gallery, New Bond Street, which will be open till the end of January. The badges illustrated are representative both of ships that have been recently built and of those that took part in the Zeebrugge Raid.

TWICE PRESIDENT OF THE UNITED STATES: A FRIEND OF BRITAIN.

PHOTOGRAPHS BY PHOTO-NOUVELLES, HARRIS AND EWING, L.N.A., AND TOPICAL



DURING HIS SECOND TERM OF OFFICE AS PRESIDENT:
MR. ROOSEVELT IN AUGUST 1907.



WITH HIS SUCCESSOR IN THE PRESIDENCY: MR. ROOSEVELT
LEFT AND MR. TAFT.



MR. ROOSEVELT AS ORATOR: A GESTURE TYPICAL OF HIS
STRENUOUS ENTHUSIASM.



IN HIS LATTER DAYS: A RECENT PORTRAIT OF EX-PRESIDENT
ROOSEVELT.

Theodore Roosevelt was born in New York on October 27, 1858. On his father's side, he was descended from a Dutch family, which emigrated when New York was still New Amsterdam. An ancestor of his mother had been Governor of Georgia. He was educated at Harvard, and in 1882 became a Member of the New York Legislature. Thenceforward his public career may be briefly traced as follows: He was U.S. Civil Service Commissioner, 1889-95; President, New York Police Board, 1895-97; Assistant Secretary of

the Navy, April 1897; organiser of the 1st U.S. Cavalry Volunteers (Roosevelt's Rough-Riders), and their commander in Cuba, 1898; Governor of New York State, 1898-1900; Vice-President of the United States, March 4 to September 14, 1901; President, 1901-8. He first succeeded to the Presidency, unelected, on the assassination of President McKinley, and was so successful that he was elected to a second term of office. He carried out many important reforms. Mr. Roosevelt died in his sleep on January 6.

A GREAT AMERICAN. AND A GREAT FRIEND OF THE

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, TOPICAL, HARTON.

BRITISH PEOPLE: THEODORE ROOSEVELT, TWICE PRESIDENT.

AND EATING, MANCEL, AND PACH; DRAWING BY H. W. KORSLEGE.



DURING HIS PRESIDENCY: MR. FAMILY



TO BE RENAMED AFTER HIM? MR. ROOSEVELT (CENTRE) ON A STEAM-SHOVEL AT THE PANAMA CANAL DURING ITS CONSTRUCTION.



MR. ROOSEVELT'S INTEREST IN NATIONAL HEALTH AND CHILD WELFARE: WEIGHING BOYS AT A HOSPITAL.



ROOSEVELT WITH HIS WIFE AND IN 1907.



MR. ROOSEVELT AS BIG-GAME HUNTER: AN INCIDENT DURING A BEAR-SHOOTING TRIP IN COLORADO.



MR. ROOSEVELT AS GRANDFATHER: WITH HIS WIFE AND DAUGHTERS-IN-LAW, AND NURSING CAPTAIN ARCHIBALD ROOSEVELT'S BABY SON.

By the death of Mr. Roosevelt this country has lost a true friend who had won the affection and respect of the British people throughout the Empire, not only by his vigorous public approval and staunch support of our policy and institutions, both before and during the war, but also by his genial, straightforward personality, and his large-hearted human sympathies. No friendly criticism of our administration in Egypt was so welcome to our statesmen as his shaft and kindly homages to the underpinnings of Cambridge when he took an honorary degree there. During the war, his championing of Britain and the Allied cause was a tower of strength, and his memory and influence will be a permanent factor in confirming Anglo-American friendship. In a letter shortly before his death he said: "I regard the British Navy as probably the most potent instrumentality for peace in the world. . . . I think the time has come when the

United States and the British Empire can agree to a universal arbitration treaty. In other words . . . under no circumstances shall there ever be a resort to war between the United States and the British Empire." Mr. Roosevelt was twice married. His first wife died in 1884, and a few years later he married Miss Edith Kermit Carter, at St. George's, Hanover Square. He had a daughter (Mrs. William Langens) by his first wife, and by his second four sons (Theodore, Kermit, Archibald, and Quentin) and one daughter, Ethel Carter. All his sons served in the war, and the youngest, Lieut. Quentin Roosevelt, was killed. An article on the President's career as a big-game hunter appears on our Science page. It has been suggested that the Panama Canal, whose construction was largely due to him, should be renamed the Roosevelt Canal. (Drawing Copyrighted in the United States and Canada.)

THE WORLD OF FLIGHT

AERIAL RECORDS AND RECORD MAKING.

By C. G. GREY,
Editor of "The Aeroplane"

NOW that war flying seems to be finished for the time being public interest appears to be turning towards sporting flying in a manner which is distinctly encouraging to those who foresee in the development of aerial sport the direct road to the regular commercial use of aircraft. One is moved to these thoughts by the amount of publicity given in the Press and the amount of discussion aroused among the non-flying public by the very fine performance put up recently at the R.A.F. Experimental Station at Merstham Heath by Captain Lang, an Australian driver of racing motor-cars, and Lieutenant Biowes, a young Canadian aviator.

It will be recalled that these officers, mounted on a "D.H.I." biplane driven by a Napier "Lion" engine of 450-h.p., reached a height recorded on their instruments as 40,500 feet, after sundry painful, if not exciting adventures with oxygen apparatus, frost bite, and temporary oblivion. The performance has been claimed as a World's Record, not by the R.A.F., nor by the makers of the machine and engine, but chiefly by those whose sporting patriotism is greater than their knowledge either of science or sport. Therefore it seems well to point out that counting a record before it is officially passed is more apt to bring ridicule upon those who claim it than is counting chickens before they are hatched.

In the days of motor racing and cycling alike we had a plethora of claims to "world's records" of all sorts; but, in point of fact, the number of classes of performance in which records are officially recognised by the governing bodies of the sports concerned is extraordinarily small. In aviation, the body which fixes definitely what is and what is not a record is the Fédération Aéronautique Internationale, commonly known as the F.A.I. Its offices are in Paris, and it collects and passes—or refuses to pass—all claims and evidence to record performances. It is composed of delegates from the various national aero clubs. Each aero club has the right to examine and pass claims for its own "national" records, but only the F.A.I. can hall-mark a world's record.

Now in aviation, thanks to the importation of the third dimension, records are multiplied inconveniently. In most other sports the recognised records are those for speed and distance alone. In aviation we have to add records for altitude and for duration in the air, which latter is not the same thing as distance. And, in addition, the F.A.I. has admitted into the lists of official records all sorts of sub-divisions of records which may cause trouble in time to come.

Obviously, the only records worth considering are that for the greatest speed attained in the air,

that for the longest time spent in the air in a non-stop flight (otherwise known as duration in the air), that for the greatest distance covered without a stop, and that for the greatest height reached by an aeroplane. These are what one might call "absolute records," and are irrespective of the size of the machine, the horse-power, and the number of passengers carried. There can only be four of them and it would seem to be a fairly simple matter to say definitely "This is the fastest speed ever reached by an aeroplane" or "This is the longest distance covered," and so forth. But it is not: for the direction of the wind influences the speed and distance records, but not the duration and height records.

It must be remembered that an aeroplane travels in the wind as a boat travels in the current of a river. Down-wind, or down-river, the speed of the air or of the water is added to the natural

distance records are only passed when flown round a circular course, or at any rate round a closed circuit so that the machine shall have the wind with, sideways, and against it in turn. Even this does not work out absolutely fairly for one has only to imagine the case of a very slow machine—of, say, 50 miles an hour—flying in a 50-mile wind. Down-wind it would travel at 100 miles an hour but up-wind it would make no progress over the ground at all, and so it would cover no distance. Incidentally, a very fast machine is not necessarily the best long-distance flier. The great art in long distance flying is to find what is the "economical" speed for a given aeroplane and engine, and to keep it at that speed.

In flying for speed records pure and simple, the machine is generally—in fact, always—timed over a straight course in both directions, down-wind and up-wind, so as to get its correct average speed with and against the wind. This, again, is not strictly accurate, for the same argument applies. Thus, in the case of the 50-mile-an-hour machine flying against a 50-mile wind, the aeroplane would never get along the course against the wind, and so its official time over the up-wind course would be "eternity," and its average speed would thus be infinitely slow. In actual practice the speed course is either a kilometre or a mile in length. The flying is done in as nearly calm air as is possible, so the results work out so nearly accurate that the errors can be left out of account.

In the early days height records were measured by theodolites on the ground; but as



AS SEEN FROM ONE OF OUR DIRIGIBLES: A BRITISH BATTLE-CRUISER SQUADRON.

Official Photograph

speed of the aeroplane or boat. Up-wind or up-river the speed of the air or water is subtracted. That is to say, if an aeroplane's best speed in still air is 100 miles an hour, and it is flying with a 50-mile wind, its speed over the ground will be 150 miles an hour. If it flies against the same wind, its speed will be only 50 miles an hour. Therefore, if proper steps were not taken to guard against it, the speed record would probably always be held by the man who dared to fly in the strongest wind.

In the same way, the distance record would depend on the wind if competitors were allowed to fly straight down-wind. For, if our 100-mile-an-hour aeroplane flew for five hours in still air, it would cover 500 miles; but, if it flew for five hours with a 50-mile-an-hour wind blowing in the same direction, it would be travelling at 150 miles an hour, and would cover 750 miles—provided that the wind did not change during the flight, which would probably happen, for it is somewhat unusual to find a wind blowing in the same direction for 750 miles at a stretch, except over the sea. Still, such things do happen on occasion. To prevent such adventitious aid, the official

early as 1011 heights had so increased that machines could not be observed with such instruments, for the aeroplanes simply disappeared from sight. Consequently, in these days heights are measured by recording barographs—a species of barometer which draws on a prepared chart a record of the heights reached and of the times at which they were reached. But the figures shown are never absolutely correct, for the instruments are affected by moisture, temperature, and the density of the atmosphere at the time. Therefore these indicated heights have to be corrected by mathematical calculations before the true height can be found. Also the particular instruments used have to be tested scientifically to discover whether there is any defect in their mechanism. It is possible, for instance, that the 30,500 feet indicated on the barograph used in the recent alleged record flight may correct down to 29,000 feet or so, or they might correct to nearer 27,000. Until the necessary tests and corrections are made, and until it is passed by the Royal Aero Club, no altitude flight can justly be claimed even as a British record; and until it has been compared with all foreign claims and passed by the F.A.I., it cannot be claimed as a world's record.

A GREAT PIANIST AND A GREAT PATRIOT: IGNACE PADEREWSKI.

PHOTOGRAPH BY COUNT J. DE STRALECKI



ACTIVE IN THE RECONSTITUTION OF POLAND, AND MENTIONED AS ITS POSSIBLE PRESIDENT: M. PADEREWSKI—HIS FAVOURITE PORTRAIT.

Having attained world-wide celebrity as a pianist, M. Paderewski has of late years taken an active part in political affairs, in which he bids fair to win equal fame. His career exemplifies the fact that the greatest artists are generally great patriots. Like d'Annunzio in Italy, during the war he became an inspirer of patriotism among his countrymen, and after the Armistice he came forward as a practical leader in the reconstitution of Poland. He arrived at Danzig recently in a British cruiser, and after some hostile German demonstrations against him in Posen, went on to Warsaw with the British representative there,

Colonel Wade, on January 1. In Warsaw M. Paderewski had a great popular reception, and it was widely suggested that he would become the first President of a Polish Republic. A movement began to form a National Council, to succeed General Pilsudski's Socialist Cabinet; and the Council's programme is to hold, on January 26, elections for an Extraordinary Provisional National Diet. M. Paderewski was born at Podolia, in Russian Poland, in 1860. In 1899 he married the Baroness de Rosen. He has always taken a deep interest in Polish affairs, and has deprecated being regarded as only a musician.

HERALDIC SYMBOLISM FOR COMMEMORATING NAVAL

TRADITIONS: SOME NEW BADGES FOR BRITISH WAR-SHIPS.



MODERN COUNTERPARTS OF THE SYMBOLIC FIGURES ON OLD NORSE, ROMAN, AND MEDÆVAL

Great interest has arisen in the Navy, as a result of the war, in the subject of ships' badges, as a means of expressing and fostering esprit de corps, and perpetuating a ship's traditions, like regimental emblems in the Army. In their origin, such badges are a survival from the wolf's or dragon's head on old Viking ships and ancient Roman war-vessels, and, later, of the images of saints on the prow or poop of mediæval galleons. The Admiralty recently appointed a committee to deal with the choice of badges for ships, a matter hitherto left to individual commanders, with some resulting confusion and dissatisfaction. In future no privately adopted badges will be allowed. Many of the new badges have been produced by Major Charles Houliker, Curator of the Imperial War Museum in Great George Street, and Adviser to the Admiralty on matters of heraldry and design. An article by him appears elsewhere in this number. He has made an interesting collection of naval badges, some of which are shown at the Sea-Power Exhibition at the Grosvenor Gallery, New Bond Street.



SHIPS: TYPICAL DESIGNS APPROVED BY THE ADMIRALTY FOR SHIPS' BADGES IN THE BRITISH NAVY.

Those illustrated above represent both ships recently built and those that were sunk as block-ships in the naval raids on Ostend and Zeebrugge. Of this group Major Houliker designed badges for “Sportive,” “Tara,” “Tower,” “Tactician,” “Violent,” and “Tintagel.” As he explains in his article, some badges typify the name of a ship called after a city or locality; others are purely symbolic; others, again, show the ship's battle-honours or the arms of a famous commander. The following notes on some of the badges shown here explain (where necessary) the design: “Raider” badge of Vice-Admiral Sir Edward Buxton; “Lowestoft,” “Coventry,” and “Liverpool” city arms; “Comus” (the first light cruiser built at Wallsend); arms of Wallsend; “Duncan”—the crest of Admiral Lord Duncan of Camperdown, 1798; “Pasley”—the coat of Admiral Sir Thomas Pasley, 1808; “Caradoc”—the Welsh Dragon; “Wrestler”—Hercules and the Nemean lion; “Tactician”—chess problem: checkmate to Black; “Tintagel”—King Arthur's sword, Excalibur.

C.M.B. VERSUS GERMAN SEAPLANE: ONE OF THE "HAZARDOUS DEEDS" OF THE AUXILIARY PATROL.

DRAWN BY ARTHUR WATTS.



"THIS NEW NAVY OF SMALL CRAFT . . . HAS PROVED THE VITALITY OF THE BRITISH INSTINCT FOR THE SEA": A COASTAL MOTOR-BOAT ENGAGING AN ENEMY SEAPLANE.

Splendid services were rendered in the war by our Coastal Motor-Boats in the hunting of submarines and other incidental actions such as that here illustrated, against enemy aircraft. Along with the rest of the Navy's auxiliary craft, the C.M.B's, as they are called, recently received a special message of thanks from the Admiralty, for their efforts in mine-sweeping escort and conveying, rescues, and submarine-chasing. "Before the dispersal of the Auxiliary Patrol Service," the message said, "the Board of Admiralty desire to record their appreciation of the admirable work performed during the war by the yachts, whalers, trawlers, drifters, motor-launches, and motor-boats

belonging to it. . . . In all their varied work round the coasts of the United Kingdom, in the North Atlantic, on the African coast, in all parts of the Mediterranean, and in Egyptian waters, the Auxiliary Patrol Service have shown an adaptability and readiness both for hazardous deeds and for steady, arduous effort. This new navy of small craft, created by the special needs of the war, has proved the vitality of the British instinct for the sea and of the adventurous spirit of the 'Scowee-Sea Navy' in the days of the old sailing-ships, and has every reason to be proud of its share in bringing the war to a victorious conclusion."—[Drawing Copyrighted in the United States and Canada]

AIR PHOTOGRAPHS OF SEA EXPLOSIONS: A BOMB AND A MINE.

R.A.F. AND R.N.A.S. OFFICIAL PHOTOGRAPHS.



A SPONGE-LIKE SPLASH ON THE WATER AS SEEN FROM THE AIR ABOVE: A BOMB DROPPED ON WRECKAGE EXPLODING IN THE SEA.



LIKE A VOLCANIC CRATER ON THE SURFACE OF THE SEA: THE EXPLOSION OF A SUBMARINE MINE PHOTOGRAPHED FROM THE AIR.

Although submarine-hunting has ceased, it is interesting to see from such photographs as the above, which may now be published, some of the methods by which the Navy and Naval aircraft, acting in co-operation, kept up their relentless pursuit of the U-boats. Since the Armistice some remarkable figures have been given (unofficially) of the estimated number of German submarines built or in building when hostilities stopped. These

estimates gave the number sunk by us as 187, besides 10 destroyed by the Germans themselves in the Adriatic, and 4 when they were obliged to retreat from Flanders—195 in all. Seven were interned in neutral waters. Of U-boats unfinished at the time of the Armistice, it is reported there were about 170, which, it is said, are to be completed and handed over to the Allies. Adding the 180 surrendered enemy submarines (of which

[Continued opposite.]

SUBMARINE-HUNTING SEEN FROM THE AIR: A DEPTH-CHARGE; TRAWLERS.

R.A.F. OFFICIAL PHOTOGRAPHS.



A DEPTH-CHARGE EXPLOSION PHOTOGRAPHED FROM THE AIR: A DESTROYER ATTACKING A SUBMERGED SUBMARINE LOCATED BY AN AIR-SHIP.



WHERE ITS PRESENCE WAS INDICATED BY THE PATCH OF OIL ON THE WATER: AN AIR PHOTOGRAPH OF TRAWLERS SEARCHING FOR A U-BOAT.

Continued.
122 had been delivered by January 4) we get a total of 552 as representing the enemy's full war-effort in submarine construction. With regard to our Navy's services to the Allied cause in combating the German effort, it may not be out of place to quote from a letter written recently by a distinguished French naval officer: "Where should we have been," he writes, "but for the immense help—immense beyond all computation—of the

British Fleet? So strongly do I feel the obligation under which we lie that I am about to issue another book—'Four Years of Submarine Warfare'—in order that I may pay due homage to your Fleet, and proclaim the value and vastness of its contribution, and to prove once more that without it final triumph would have been impossible."

SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECTURAL VIEW.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREENS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SUBMITTED BY THE ARCHITECTS, ANTHEMIUS OF TRalles & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

BEFORE these lines are read, all the world will have paid tribute to the memory of Theodore Roosevelt, who passed away in his sleep on Jan. 6. For the most part, probably, he will be remembered as one who helped to make history. Of his achievements in this regard I will not presume to speak. But it was my great privilege to count him among my friends, and we met, and corresponded, in our common interests as naturalists. All the world knows that Theodore Roosevelt was a mighty hunter. But he was very much more than this. For, like his life-long friend Selous, of glorious memory, he displayed a lively and far-seeing interest in what is technically known as the "Bionomics" of the animals he hunted. That is to say, in the relation of these animals to their surroundings, animate and inanimate.

Happily for us, and those who come after us, he wielded the pen of a ready writer, and had the gift of expressing himself in vivid, forceful language. Thus he has left us lively pictures of the haunts and habits of the birds and beasts he hunted. And, since he had a wide knowledge of what others had written on the same themes, he was enabled to appraise the value of their work as one having authority. There was a pungency about his criticism of those with whom he disagreed which was delightful—to all save his victims, who were no match for him.

Towards what he called the "Nature-fakers" he was merciless. These are they who bid for fame by writing books purporting to describe the life-histories of birds and beasts, but which in reality are but garbled versions of the truth. And among these some of the worst offenders have been his own countrymen. In one of his books he has some noteworthy comments on the reputed character of the puma, made by a writer of popular natural-history books which enjoyed no small reputation in this country, and his denunciation was wholly justified.

But perhaps his favourite theme for criticism was the generally accepted interpretation of the significance of the coloration of animals, more especially in regard to "protective coloration." Like his friend Selous, he regarded it with more than suspicion. But he was more dogmatic in his condemnation of that theory so far as it applied to the larger game animals. But I venture to believe that both would have revised their judgment in this regard, had they lived, in the light of the widespread use of "camouflage," both on sea and land, during the strenuous years through which

THE PASSING OF A MIGHTY HUNTER.

we have just passed. Both ignored the psychological aspect of the subject, which is vastly more important than is commonly realised; and in like manner they made no allowance



THE NEW UNDER-SECRETARY OF STATE FOR AIR: THE RT. HON. MAJOR-GENERAL J. E. B. SEELY, D.S.O., COMMANDING THE CANADIAN CAVALRY BRIGADE, ON HIS CHARGER, WARRIOR.

From the Portrait by A. J. Munnings in the Canadian War Memorials Exhibition at Burlington House.

for the transformation by human agency of the environment in which these animals lived. This antagonism

Professor Poulton in this country, and of Thayer in America. Both, in their enthusiasm, have unquestionably gone further than the facts will justify, though both have done great service in demonstrating not merely the sweet reasonableness of this theory, but the indisputable solidity of the foundations on which it rests.

Roosevelt's hunting trips in North America were many, and he has left us some invaluable records of the life-histories of moose, caribou, wapiti, grizzlies, black bears, and puma; to say nothing of the smaller game. He wrote with all the enthusiasm of the hunter of the chase and dispatch of his prey; but throughout there runs the witness of his appreciation of the interest and importance of the scientific aspect of these excursions.

The climax of his hunting exploits was undoubtedly reached when, in 1909, he led a great expedition to East Africa, organised to collect birds, mammals, reptiles, and plants, and especially big game, for the National Museum at Washington. And a year later he gave us his "African Game Trails," wherein he tells the story of his hunting in masterly fashion. Without doubt, his greatest trip was followed by his greatest book.

On this trip he was accompanied by his friend Selous—who was his organiser-in-chief, owing to his unique knowledge of this part of Africa—and by his son Kermit. In 1914 he published two remarkable volumes on the "Life-Histories of African Game-Animals," written in conjunction with Mr.

Edmund Heller, who accompanied that expedition in the capacity of naturalist. These two volumes present not only extraordinarily vivid descriptions of the life-histories of the big-game animals of East Africa, but also severely scientific descriptions of every species collected.

There could have been no difficulty in selecting the leader for this expedition, for in all America there could not have been found another who could have accomplished the mission with such rare distinction. In so far as his scientific work is concerned, this expedition was his greatest triumph, and its results will form a noble monument to a great career. Theodore Roosevelt has earned the gratitude not only of his countrymen, but of all naturalists the world over. Of him it may safely be said that the world is the better for his having been born into it.

W. P. PYCRAFT.



A HISTORIC SCENE IN BAGHDAD: THE BRITISH COMMANDER-IN-CHIEF READING A PROCLAMATION ANNOUNCING THE SURRENDER OF TURKEY.

The historic scene here illustrated took place on November 2 last. The photograph has only just reached us. After the announcement had been read, the Union Jack was hoisted on the flagstaff, and aeroplanes circled overhead dropping copies of the Proclamation among the people.

was largely due to, and was accentuated by, the extreme demands made by the protagonists of the coloration theory, such as those of

world over. Of him it may safely be said that the world is the better for his having been born into it.



“You Mustn’t Move!”

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LADIES' NEWS.

THERE are no masqueraders like little ones: the smaller the kiddy the more perfect is the representation, when pains have been taken to suit the character to the child. This was very apparent last week at the Savoy, when there was a most delightful New Year's party for little people organised by the Duchess of Newcastle and a committee of ladies in aid of the Peace Thank-offering Fund of the Waifs and Strays Society. The one drawback to the beauty of the scene was the number of prosaic, ordinarily attired "grown-ups." But, as kittens will grow into cats, so will kiddies into adults! There was a procession headed by a maid of fourteen in a triumphal car, from which she threw coloured air-balloons to the other youngsters. The donor was a Russian noblewoman—perhaps the only one left—in white satin and glitter. The car was drawn by small boys in Georgian dress, and preceded by a dancing cupid. A tall, well-set-up, handsome girl, as "Victory," secured first prize—all in red, with a Union Jack draped over the shoulders, a sword girt at her side, and wearing a genuine Plantagenet helmet wreathed with laurel and plumed. She was Miss Patience Tyrrell Lewis; and her aunt, Priscilla Lady Annesley, was very pleased with her success. The boys' first prize fell to Master Stephen Humphreys-Owen, a grandson of Lady Sassoon, dressed in the old uniform of the Royal Welch Fusiliers—as the regiment was then, and is now, frequently spelled. There were innumerable characters, and the small folk had a right royal time. The Duchess of Newcastle was there and distributed the prizes, and a number of the ladies of the committee took children.

The Order of the British Empire does not appear always to meet with cordial appreciation. The bestowal of Dames Grand Cross on Princess Beatrice, Princess Marie Louise, the Duchess of Bedford, and the Marchioness of Waterford will be received with acclamation, for these ladies have been practical and unflagging workers during the stress of war. The Duchess of Bedford turned Woburn into a hospital, which she administered, and in other ways has helped the sick and wounded. The Marchioness of Waterford's exertions have been in Ireland. Throughout the war she has run a hospital-supply depot in Dublin, which has been of inestimable value to Irish Red Cross hospitals. We know and are grateful for such fine work. The reason there is some dissatisfaction about this new Order is that it is so often given to those about whom the public does not happen to know. The work done by these recipients has been equally valuable—but then there are



A DINNER DRESS FOR HOME WEAR.

This simple little frock is made of lemon-yellow satin and is trimmed with diamonds. A purple rose is worn below the waist-line.

many thousands who consider that they also should be honoured! It is certain that very, very many who deserve to be honoured will not be, owing to their own modesty and lack of recommendation from the proper quarter. It is, however, equally certain that every one of those who are honoured in this most excellent Order has most thoroughly deserved it. It has been refused by a very few individuals, usually on some purely personal ground. In time to come, as an Order instituted in the stress of the Great War, it will have a distinguished significance. From our point of view, it is the first to which women are admitted freely for service to the Empire. Companion of Honour is for fifty persons only, and is also open to women—five of our sex now have it. The Marchioness of Lansdowne belongs to the Royal Order of Victoria and Albert, the Imperial Order of the Crown of India, the Companionship of Honour, and is a Lady of Grace of the Order of St. John of Jerusalem. Harriot, Marchioness of Dufferin and Ava, has more decorations, but not all British. The motto of Companions of Honour is fine: "In action faithful and in honour clear."

The flu and the pneumonia microbes may welcome the disappearing evening bodice, as it affords opportunities for their enterprises. It deserves no other welcome, for it is an unbecoming fashion. After the Napoleonic wars the Paris fashions were meagre, and women died like flies of lung and throat troubles; if British good sense does not assert itself, history may be repeated unpleasantly. The low bodice of Queen Victoria's Court, worn on State occasions and of regulation cut, is becoming to those who possess, as the majority of British women do, well-formed busts and arms and white skins. The bodice of to-night threatens to drop off. Dresses for the stage are quite a different affair; the footlights are favourable, and the wearers have to see to it that what portion of their anatomy is exposed by their dress is at least personable.

Much talk there is in these days of drug-taking. It is an unpleasant subject, and one greatly exaggerated. Not so much of it goes on in private life as before the war. The reason drugs are resorted to is almost invariably strain. Candles being freely burnt at both ends are bound to go out soon, by natural or unnatural means. No young life will stand excitement by day, and work and excitement by night; physique and nerves give out, and then some pernicious drug is tried, and then on to the inevitable end—death or collapse into a life of torture. It is hard to say how it can be stopped; but there is a great deal less of it than the few cases which come into the public ken suggest.

A. E. L.

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LITERATURE.

German Socialism.

It is difficult to see what could have induced any publisher to go to the trouble of offering us an English version of "Three Years of World-Revolution," by Dr. Paul Lensch, a Socialist member of the former German Reichstag; but it is still more difficult to make out the real meaning of the writer. For he is one of those hazy, muddle-minded German authors who, like the philosopher Hegel, claims to have a "secret," but requires the helpful acumen of some other commentator to discover and explain it. His English translator describes his book "as among the most valuable mirrors of the German mind," but it is at least a mirror now showing a good many cracks and blurs.

For much of the treatise has by this time been antiquated, so to speak, by events. It was written, or at least issued, in September 1917; but since then an enormous volume of water has flowed through the bridges of the Rhine, not to speak of the Somme, the Scheldt, the Meuse, and the Moselle. The writer refers to Austria-Hungary as a State still standing on its own legs, and with Germany forming an invincible bulwark against all comers; while even in his most doubting moments Dr. Lensch could never have dreamed of the Armistice conditions of Nov. 11, and the entire collapse of the two Central Powers.

How foolish to himself must now seem the writer who, in September 1917 spoke of Alsace-Lorraine as a region which in no circumstances could or would be restored to France, which "has now," he said, "ceased to belong to the great nations of history, and which has no longer anything to offer them—minor States like Belgium—save glorious memories." We also wonder if Dr. Lensch and his Majority (or tame cat) Socialists still continue to regard England as the "obsolescent State from the point of view of historical

development" which he pronounced it to be two years ago. All the arguments of the writer as to England's aims of "world-domination" are vitiated by his absolute misconstruction and misrepresentation of the motives which induced us to enter the war.

As for France again—"It is dreamed" (on that country) "that the France of the World-Revolution is the same as

and in the east. This would seem at least something like a modernised Roman Empire of the German nation. How different now is the international picture which confronts Dr. Lensch, who edits a paper called *Die Glocke* ("The Bell"), though no amount of vigorous ringing, we fear, will ever be able to attract serious attention to theories founded on an international state of things which no longer exists—having been already swept out of existence by the rude logic of war. But in all these German philosophisers and Socialistic "bell ringers" there is even a strong element of Archimedes, who, with the enemy crowding in upon him on the sands of Syracuse, could only beg them "not to disturb his circles."

"Lensch's book," says his English translator "is an admirable summary of the new German Socialist doctrine," so we can only hope and trust that it will suffice to satisfy the curiosity of any English reader who may feel interested in the subject, though we suspect that some of those doctrines will have to be assigned a back seat when the freely elected National Assembly of Germany meets to draw up a new Constitution and ratify peace with the Entente Allies.

In our issue of Jan. 4 we illustrated a British war-ship undergoing listing trials for the purpose of high-angle gunnery. We regret to find that, through a misreading of information supplied, we described the ship as H.M.S. *Empress of India*, instead of as the *Emperor of India*, which is her correct name.

Firms who employ young people in large numbers would do well to imitate the example of Messrs. W. H. Smith and Son, who issue a quarterly paper called the *Newsboy* for private circulation among all their boys. It is a good means of fostering esprit de corps and enlarging the mental outlook among them. The Peace Christmas Special Number of the *Newsboy*, of which we have received a copy, is a bright little paper, with interesting articles, competition letters, with a certain amount of illustration.



AFTER IT HAD BEEN BOMBED BY GERMAN AIRCRAFT: A RED CROSS HOSPITAL AT ETAPLES.

The large red crosses painted on the roofs, to warn aircraft of the nature of the buildings, may be noted. Naval Officer's Photograph.

the France of the French Revolution. France will acquire neither the left bank of the Rhine nor Alsace-Lorraine. And therewith her fate is sealed. Imagine, then, a Germany firmly and permanently allied with Austria-Hungary, her frontiers closed, and that tremendous pressure which had hitherto lain upon them in the west

circulation among all their boys. It is a good means of fostering esprit de corps and enlarging the mental outlook among them. The Peace Christmas Special Number of the *Newsboy*, of which we have received a copy, is a bright little paper, with interesting articles, competition letters, with a certain amount of illustration.

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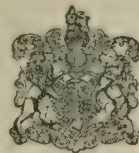
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to H.M. the King.

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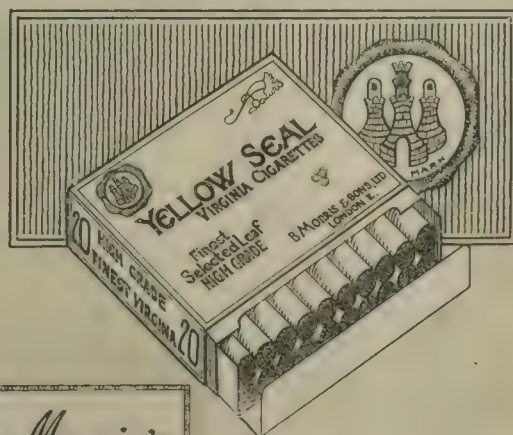
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HOME - GROWN MEDICINE.

BY S. L. BENSUSAN.

IN the summer of 1914 we were buying medicinal herbs in large quantities from Austria and Germany. These countries had not cornered the world-market, for Japan was a competitor; but they had reduced English herb



Photo S. and G.

IN SEVASTOPOL: BATTERIES OF FIELD ARTILLERY ORIGINALLY SUPPLIED TO THE RUSSIAN GOVERNMENT BY THE BRITISH; THEN CAPTURED BY THE GERMANS; AND SINCE RETAKEN BY THE BRITISH WHO ARE NOW GUARDING THEM

growers to the workers on a few gardens and on some farms conducted by wholesale chemists and druggists. For reasons not yet explained, the new conditions leapt to the eyes of the Authorities, and a few weeks after the main source of our supplies had been cut off, the Board of Agriculture issued a leaflet entitled, "The Cultivation and Collection of Medicinal Plants in England." It had a great success. Public imagination was stirred by the sudden knowledge that some of the commonest weeds have a market and a definite place in the scheme of things. Unfortunately, the necessary steps—careful collection at the right time of year, the lifting of roots so that they are not broken, the washing, drying, selecting, and packing—required more care than was immediately forthcoming, and a year passed before organisation can be said to have become fairly effective.

Now the collecting depôts issue lists to tell collectors what to look for, how to collect it, and what the market price may be; while in many parts of the country there are drying-sheds to which collectors, organised in the surrounding villages, send or bring for treatment and despatch the herbs they have gathered. It is a thousand pities that the parent association has fallen on evil days; we must hope that it will be reconstituted. Collectors have been

taught to pluck leaves and flowers in dry weather, to take roots in spring and autumn, and bark of trees in autumn only, to use the properly shaped spud and bulb planter. The British home demand is a very considerable one, and there is an export trade to be captured too; so the industry is not one that must needs decline with peace. Quite apart from the rare or localised herbs that only a few collectors can find, there are countless weeds that may be said to be within everybody's reach. Here are a few taken at random: Yarrow, Couch-grass, Hemp Agrimony, Chickweed, Dock, Dandelion, Rue, Plantain, Comfrey, Coltsfoot, and Foxglove. It was thought only a few years ago that the herbalist was a picturesque fraud, and that the country remedies were dangerous to those who lack what Horace calls the *dura ilia messorum*. We know better now: modern knowledge is justifying the countryman who collected the medicine of field and hedgerow, and the old "wise-women" who traded in them.

In all probability, much that we have lately learned and still more that remains to be brought back into the domain of knowledge, was familiar in the monasteries, where the monks, or some of them, knew all about the herbs that would cure simple ailments.

Even the old herbalists like Gerard, Nicholas Culpepper, and their followers, mixed a lot of truth with their opinions, though the astrology that was so frequently associated with their theory and practice was a grave drawback to progress.

It seems likely that, given an effective organisation, we shall supply ourselves in future with such medicinal herbs as English soil can raise, and in all probability the bulk of the work will be done by children. The country child soon learns to know the wayside flowers, and can be taught to gather what is required. Flower-picking has been associated so long with holiday-making that most of the girls at least will be anxious to carry on. The pastime will suddenly appear ennobled, a source of help to the country, and of small but not negligible remuneration to the worker.

A drying plant, and the few shelves required, could be installed at small cost in every village schoolhouse or club



GERMANY IN THE MELTING-POT: HERR EBERT ADDRESSING A MEETING OF NON-COMMISSIONED OFFICERS.

and holiday rambles would gain fresh interest. It may be that in time to come much land that has no real agricultural value will be found well suited to raising medicinal herbs, many of which thrive on the poorest soil.

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THE PLAYHOUSES.

MAETERLINCK'S WAR PLAY, AT THE SCALA.

IN a tragedy surely—even though it is modern, even though it shows quite ordinary folk in the fell clutch of circumstance—every sentence of your dialogue should be something of an act. A see-saw of argumentation between characters, elaborate and meticulous discussion on points of honour, a patient balancing of mutually opposed principles of conduct while a firing squad awaits its victim—all this is alien to the spirit of the Tragic Muse. Yet such a debate on ethical values, such an essay, as it were, in casuistry, is what M. Maeterlinck offers us as his indictment of Germany's outrages on his country, his idea of a drama showing the sheep in the fangs of the wolf. We might have expected as much from such a visionary, such a metaphysician, a sage so anxious to be impartial, the shock of war notwithstanding. He is desperately fair, this philosopher dramatist, fair to the burgomaster's German son-in-law—yes, and to the German Commandant no less than to the magistrate who dies for his people, or the poor gardener, equally ready for sacrifice, to whom he reveals so unnecessarily and unwisely his resolve. Of course, it is plain enough what the playwright was after. He meant to show us the most average of men as hero—the plain Belgian, fond of his comforts and pre-occupied with his garden and his vintages, calmly shouldering responsibility and facing the ultimate demands of patriotism. He was to keep the pitch low deliberately with the idea, no doubt, of heightening the ironic intensity of the situation. But, in point of fact, M. Maeterlinck is more interested in the reasonings of his "Burgomaster of Stilemonde" than in his fate, and therefore does not wring from us the emotional response that fate ought to evoke. His method damps our indignation instead of setting it aflame. His actors could hardly be expected to give what he does not supply. Mr. Martin Harvey's gentle, placid, ruminative Burgomaster is delightfully in harmony with the conception of the author. Mr. Arthur Chesney's gardener is an equally sympathetic figure. And we get eloquence from Miss N. de Silva, more especially when she appealed, in between the acts at the matinée, for the Convalescent Belgian Soldiers' Fund, on behalf of which the performance was given.

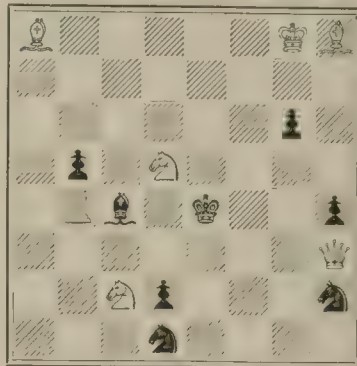
"TAILS UP," AT THE COMEDY.

That merry entertainment, "Tails Up," was always well worth a visit, but it is doubly so in its second edition, now that Mr. Allan Aynesworth has joined the Comedy cast and applies his accomplished talent to revue. To watch him as the butler who has seen better days, as the

Marquis reduced to the cellar, is to enjoy really good burlesque given all possible point and piquancy. His mild air of superiority towards his war-enriched employers and his discourses on the vintages under his charge make the ten minutes of this little sketch a joy from end to end. Only less good is the "Lesson in Love" which his Thackerayan Major Maurice Rawdon, in the Vauxhall of a century ago, gives to his ultra-modern grandson, the actor's refinement and distinction of style here triumphing over material that might have been somewhat bettered; while other Aynesworth turns—such as those of the professor of ancient history lecturing five hundred years hence on the war, and of a famous and much-married English King acting as expert on modern marriage—only need a little more straw to produce excellent bricks of fun. The company still numbers Miss Teddie Gerard, Miss Marie Hemingway, Mr. Barry Baxter, Mr. J. M. Campbell, Mr. J. M. Childs, and, last but not least, Miss Phyllis Monkman, whose dances provide some of the most enjoyable moments of the revue.

CHESS.

PROBLEM No. 3802.—By A. M. SPARKE.
BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3800.—By Mrs. W. J. HAIRD.

- | | |
|----------------------|------------|
| WHITE | BLACK |
| 1. P to B 5th | K to Q 5th |
| 2. P to B 6th | K to K 4th |
| 3. B to B 3rd, mate. | |

J C GARDNER (Toronto).—The original diagram was mislaid. We are much obliged to you for sending it again.

E ANNABLE (Stapleford).—(1) The question you raise is one continually cropping up, and to which there is only one answer—namely, that the Black King is mated. The Bishop does not lose its power of command because it is pined, it only loses its power of movement; (2) We have no space to explain, but you may take its disuse as evidence of weakness.

H MAXWELL FRIDEAUX, G HENDERSON, Rev. C BLUNDELL, and OTHERS.—You are quite right in regard to Problem No. 3797. There is no mate after Black plays, 1. Q to Kt 6th.

L G COOK (A.E.F., France).—We are sorry we cannot reply by post. With regard to No. 3797, see answer above.

Corporal N H BANKS (A.E.F., France).—We are sorry you have addressed your letter to the wrong quarter. You should have written: The Secretary, City of London Chess Club, but we fear it is too late now.

W W CARY (Columbus, Ohio).—The *British Chess Magazine*, 15, Elmwood Lane, Leeds, or the *Chess Amateur*, High Street, Stroud, Glos., will supply your wants.

J H NEWMAN (American E.F., France).—Your move was the correct one for forcing a draw.

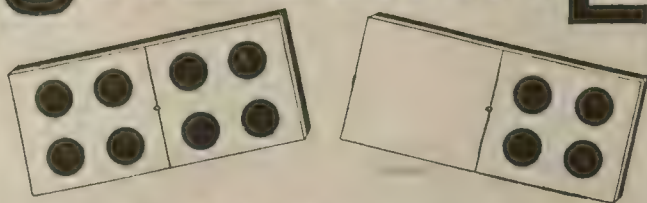
F L SAUNDERS.—Your card explains the mistake. We cannot always decipher the initials of our correspondents.

CORRECT SOLUTIONS OF PROBLEMS Nos. 3795 and 3796 received from J B (Camara); of No. 3797 from Henry A Seller (Denver); of No. 3798 from G Henderson, H A Dittmann (American E.F., France), and John C Gardner (Toronto); of No. 3799 from T F Holdsworth (Barnsley), M K (Douglas, I.O.M.), W Langstaff, Jacob Verrall (Rodenell), J T Palmer, Esperantiste (Angers), W S Davey (Newark-on-Trent), and Chas. C Haviland (Frimley Green); of No. 3800 from J C Stackhouse (Torquay), R J Lonsdale (New Brighton), John van der Graaf (Richmond), A W Haurilton-Gell (Exeter), C A P, H Grasset Baldwin (Farnham), Jacob Verrall, Jas. C Gemmell (Campbelltown), M K (Douglas, I.O.M.), John Isaacson (Liverpool), E J Gibbs (Upton Manor), Thos. Knight (Amersham), L Chomé La Roque, Edwin Driver (H.M.S. Dartmoor), G Henderson, and W Langstaff.

CORRECT SOLUTIONS OF PROBLEMS No. 3811 received from G Stilligfleet Johnson (Salford), J S Fortes (Brighton), C A P, A W Haurilton-Gell (Exeter), J Fowler, L Chomé La Roque, A H H (Bath), C Curtis, J C Stackhouse (Torquay), G Henderson (Govan), G Maclean, Mark Dawson (Horsforth), Leon Ryalski (Belfast), T A Truscott (Forest Gate), W L Solmsbury-White (Birstall), R J Lonsdale (New Brighton), H Grasset Baldwin (Farnham), John Isaacson (Liverpool), J C Gemmell (Campbelltown), and F L Saunders (Ilford).

Wide interest was shown in the illustrations in our issue of Jan. 11 of the torpedo-aeroplane, a remarkable new arm which would have been used had it not been for the armistice. It is a valuable invention, and would, no doubt, have proved of as great efficiency as the submarine. The torpedo-aeroplane which we illustrated is known as the "Blackburn Cuckoo," and is manufactured by the Blackburn Aeroplane and Motor Company, Ltd., of Leeds, of which Mr. S. A. Hirst is a director, and it is a development of the seaplane torpedo-carriers which were successfully used.

URODONAL



ON "ALL FOURS"

is not the most convenient mode of locomotion.

THIS, however, is the unhappy lot of many who have neglected Nature's warning. That first twinge of Rheumatism, or Gout, or Lumbago, perhaps the result of a carelessly caught chill.

Neglect of such symptoms is too often followed by impregnation of the system by Uric Acid, which gradually encrusts the muscular and nervous tissues, poisons the blood, and leads to Chronic Rheumatism, Gout, Sciatica, Neuralgia, Lumbago, Rheumatoid Arthritis, and other painful and dangerous ills.

URODONAL expels this abnormal and dangerous excess of Uric Acid from all its strongholds, eliminates it from the system and prevents its recurrence.

It is preferable to be wise **before** than **after**. No chances should be taken in such an important matter as Health. Take URODONAL as a precaution against Rheumatism, Gout, and the innumerable ailments of which excess of Uric Acid is the chief cause, and thus ensure perfect Health and freedom from such troubles.

Price 5/- and 12/- per bottle.

Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct, post free, 5/6 and 12/6, from the British Agents, HEPPELLS, Chemists, 164, Piccadilly, London, W.1. Full descriptive literature sent post free on application to HEPPELLS.

JUBOL

The only Rational Laxative.



Relieves Constipation, purifies the blood, and keeps the body healthy.

Jubol can be taken without altering the daily routine, and is an ideal laxative for travellers.

Jubol improves the complexion.

Constipation
Enteritis
Haemorrhoids
Dyspepsia
Skin
Blemishes
Sallow
Complexion

Recommended by the
Medical Profession in
England and Abroad.

Medical Opinion:

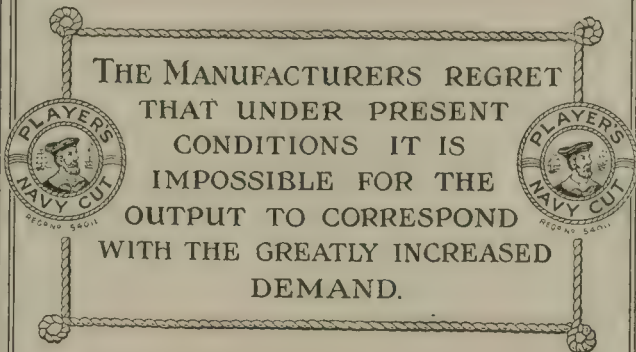
"It is only necessary to take from one to three tablets of Jubol every night for a few weeks, in order to be free from constipation. Jubol is a priceless boon to sufferers from haemorrhoids."

PROF. PAUL SUARD,

Late of the French Naval Medical College and of the Hospitals.

Price 5/- per box (complete course of six boxes, 20/6). Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/6 and 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W.1, from whom can also be obtained, post free, explanatory literature.

PLAYER'S NAVY CUT TOBACCO AND CIGARETTES.



Terms and particulars with regard to this Tobacco and these Cigarettes at Duty Free Rates when required for gratuitous distribution to wounded Soldiers and Sailors in Hospital may be obtained from

JOHN PLAYER & SONS, NOTTINGHAM.

BRANCH OF THE IMPERIAL TOBACCO CO. (OF GREAT BRITAIN & IRELAND), LIMITED.

Cure your HEADACHE or NEURALGIA with the NEW-FORMULA



A 6d. HEADACHE CURE at 2d.

If up to the present you have been sceptical of the claims of the makers of various "headache cures," we ask you to put aside your previous ideas and TRY the NEW Daisy fairly. As the perfected result of over 20 years' study of the scientific treatment of head and nerve pain, it marks a tremendous advance on anything previously offered in this line and will surely cure you.

Sceptical Expert Convinced

Dr. Robertson Wallace, the famous West-end Specialist, was until recently very doubtful about headache cures, but examination and trial of the NEW Daisy have convinced him that here at last is something really new, really

different, and better in every way. Read his hearty commendation below, and next time you have a headache or neuralgic attack take advantage of our discovery by giving the NEW Daisy the trial it deserves.

Dr. ROBERTSON WALLACE writes:

64, Haymarket, Piccadilly Circus, London, W.
November 14th, 1918.

Dear Sir,
For many years I have watched the introduction of headache remedies, and subjected them both to analytical and clinical tests, but have never felt inclined to accept their important claims. I must admit, however, that your new formula for the "Daisy" Headache Remedy has won my complete approval, and I am especially pleased to note that you have placed the business ingredient potentiated by an infinitely safer and more certain principle, free from any possibility of causing injury to the system.

I lay great stress both on its efficiency and safety, and am constrained to compliment you on your commercial courage in placing an unusually costly formula, at a reasonable charge, at the command of the public.

Yours faithfully,
(Signed), ROBERTSON WALLACE, M.B., C.M.

The NEW Daisy is really different

We want you to realise that the NEW Daisy is really and fundamentally different from its every rival. Its ingredients alone cost us five times as much as would those of the ordinary powder—we are

trusting to growing sales and reputation to recompense us for the temporary loss involved in selling what is actually a 6d. remedy for 2d. (or 1½d. if you buy a shilling box).

DAISY is sold by chemists everywhere at 2d. each for 1/6, or for 2/3, 6d. for 6/- Write us if you have any difficulty in obtaining.

DAISY, LTD., LEEDS

A Laxative and Refreshing Fruit Lozenge FOR

CONSTIPATION
Gastric and Intestinal Troubles
TAMAR INDIEN GRILLON
67, Southwark Bridge Road, London, S. E.
Sold by all Chemists, 3/- a box.

BRAIN-STRESS



WHEN life makes heavy demands on the strength and the strain is felt in sleeplessness, mental fatigue and bodily exhaustion with nervousness and dyspepsia, it is likely enough that rest or change of habits is out of the question in these days of war-pressure.

The only way to meet the difficulty is by strengthening the system to meet the tax put upon it.

Concentrated nutriment is contained in the nerve-food 'Bynogen,' which consists of pure milk-protein, organic glycerophosphates and a specially prepared extract—in a soluble form—obtained from selected whole wheat and malt.

Bynogen
Brings Health

Sold by all Chemists at
1/9, 3/-, 5/- and 9/-

ALLEN & HANBURYS LTD.
LOMBARD ST., LONDON, E.C.



The
*Business
Man*



THE SUPER SKIN REMEDY.

ZAM-BUK is the outcome of costly research into the healing qualities of certain natural products.

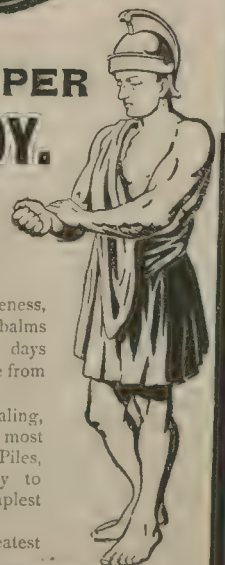
In its purity, herbal origin and unfailing effectiveness, Zam-Buk closely resembles those rare and reliable balms upon which the Gladiators and athletes of classic days depended to heal their wounds and keep them free from skin troubles.

So exceptional are Zam-Buk's Soothing, Healing, Antiseptic and disease-destroying qualities, that the most obstinate cases of Eczema, Bad Legs, Ringworms, Piles, Ulcers, and Poisoned Wounds yield as readily to Zam-Buk's strange curative influence as do the simplest cut, bruise and sore.

Zam-Buk, in fact, is recognised as the world's greatest healer and skin remedy.

You Cannot do Without Zam-Buk.

113 at all Chemists and Drug Stores. Depots at Sydney, Cape Town, Toronto, Calcutta, &c.



THE CHRONICLE OF THE CAR.

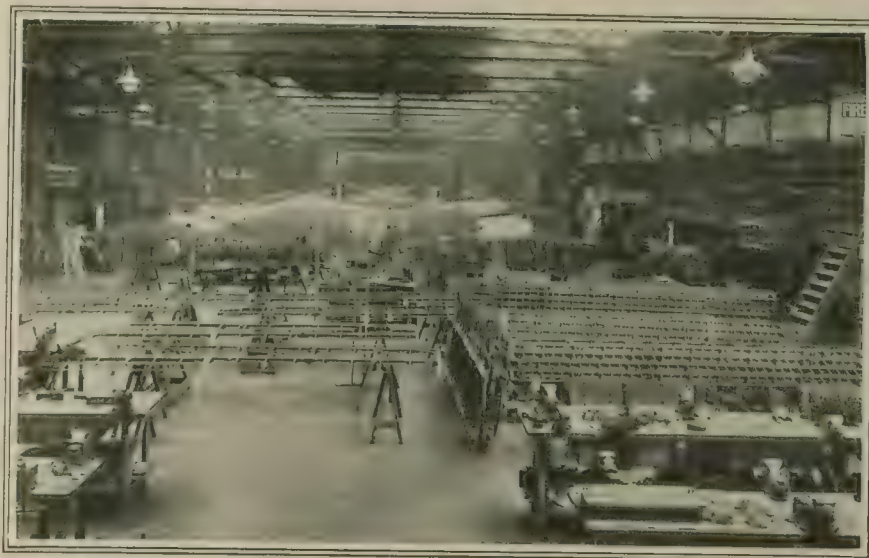
The Benzol Tax Suspended.

Thanks to the intervention of the Commercial Motor Users' Association—which appears to be doing more towards the relief of motoring disabilities than the rest of the associations together—the Board of Customs and Excise has notified that the tax on benzol of sixpence per gallon which was to have been imposed has now been suspended. Benzol, therefore, now has a slightly favourable handicap over the imported motor fuels, and we should thus be able to purchase it at a somewhat lower figure than petrol. Why it was ever contemplated to impose the super-tax passes understanding. The owners of coking plants and the gas companies are being urged to increase their production of benzol and the fuel oils, while attention is being strenuously directed to the development of other sources of fuel production—which we are being assured is essential in the interests of national independence of over-seas supplies and the first encouragement extended by the Government was to have been in the shape of a super-tax on the only home-produced fuel that counts at the moment! The only point of view from which such a tax could have been justified was that some measure of protection of the interests of the poor petroleum groups was necessary. Certainly the amount of revenue that could have been derived from the impost would not have been sufficient to justify it on that account, and we are thus left with the assumption that the petroleum interests were strong enough to secure that benzol should be placed on the same footing of taxation as the imported products. The C.M.U.A. has certainly done a great service to the motorist by getting the tax revoked, besides having drawn attention to the disabilities attending the fuel industry and its development here. It is very much to be hoped that the measure of

protection to be afforded our key industries under the post-war programme is not to be assessed by the contemplated action of the Board of Customs, else these industries are likely to be no better off than they were in 1914.

And, while we are on this subject of super-taxation, it is opportune to ask how long the extra tax of sixpence per gallon is to remain on petrol? I believe it is impossible to remove it yet, since it was provided for in the Finance

has received a welcome accession of strength, particularly on the industrial side. In addition to Sir A. Du Cros and Mr. Joynson Hicks, who were members of the last House of Commons, motoring is now represented by Mr. Manville, chairman of the Daimler Company, who now sits for Coventry; the King's Norton Division of Worcestershire has returned Sir Herbert Austin, head of the Austin Motor Company; Sir Hallowell Rogers, chairman of the B.S.A. Company, and Mr. Douglas Vickers, of Vickers, Ltd. (who, among their manifold enterprises, are makers of the Wolseley and Stellite cars), have both been returned to the new Parliament. Last, but by no means least, Mr. A. R. Atkey, the new Member for one of the Nottingham Divisions, is likely to prove a lively champion of the motoring interests. One of the best-known retailers in the trade, he has long been a leader in industrial organisation, and will, I am confident, be one of the new Members who will early make his mark in the House.



THE COMING AVIATION BOOM: AN INTERESTING GLIMPSE OF THE INTERIOR OF THE SOPWITH AVIATION COMPANY'S BIG FACTORY AT HAM, SURREY.

Act 1916, and must therefore remain with us until it is removed by Parliament. That will doubtless not be until well on towards the autumn, so that we shall probably still have to pay in the region of three shillings per gallon for our petrol these many months to come.

Motorists in Parliament.

is likely to be a better one than the old. The motor party

From the point of view of the motorist, apart from any question of individual political opinions, the new Parliament

assistance is all that is needed, and enables the driver to cut down his lights to a dull yellow glow at will. It is inexpensive compared with most anti-dazzle devices, and has the great advantage that it can be used with existing headlights without alteration. The idea seems excellent—not only technically, but as to making compulsory the use of some such device. Such a regulation as that suggested would be far less onerous than the legislation we shall be saddled with as an alternative later on, when motor traffic

(Continued overleaf.)

A Suggested Lighting Regulation.

Discussing the question of motor-car lamps and their dazzling effect on drivers of other road vehicles, Mr. D. Elyard Brown, the C.A.V. technical expert, advocates a regulation making compulsory the use of a "dimmer" in the headlight circuit where electric light is used. A small variable re-

The Starting and Lighting System of your Post War Car.

EVERY Motorist will demand perfection and efficiency in every detail of his post-war car. He will want a Starting and Lighting System of undeniably good qualities, and in the Smith Starting and Lighting System he will find everything he requires.

The Smith System is paramount among electrical apparatus for motor-cars, combining a powerful, positive, automatic starter device, working conjointly with a proved never-failing lighting system. An unusually high standard of efficiency and serviceability is embodied in the Smith System because of the many distinct and improved features it possesses.

The Smith Starting and Lighting System worthily upholds the great reputation of the greatest Motor Accessories House in the world, and will form an integral part of the equipment of most of the post-war cars.

Write to-day to Messrs. S. SMITH & SONS (M.A.), Ltd., 179-185, Great Portland Street, London, W.1., for a copy of their little booklet, "A New Era in Motoring," which describes in detail the Smith Starting and Lighting System.



Smith's
Starting & Lighting
System

MOTOR FUEL CAMPAIGN

THE Motoring Community has long been unfairly penalised by costly and irritating fluctuations in petrol prices. It is reasonable and necessary that supplies and prices of Motor Fuel should be as steady and fair as those of Gas and Electricity.

The part played by the Motoring Community during the war entitles it to ask that all benzol producing firms, all Gas Corporations who established Gas-Washing Benzol Producing Plants to meet war requirements, and Shale Oil Spirit Producers, shall be encouraged and assisted to continue their work.

It is vital to the Motoring Community that there shall be:

STATE REGULATION OF PRICES OF ALL MOTOR FUEL. STATE ENCOURAGEMENT OF PRODUCTION OF MOTOR FUEL WHEREVER POSSIBLE WITHIN THE EMPIRE.

To obtain these advantages it is necessary:

- To press for immediate State action.
- To obtain standard specifications for home-produced Motor Fuels.
- To encourage production at home or within the Empire of industrial alcohol as a constituent Motor Fuel.
- To combat, and obtain State assistance in preventing the danger of home-produced Fuels being manipulated or controlled by any Trust.
- To obtain State prohibition of exports of home-produced Fuel except supplies surplus to national needs.



FOR this far-reaching campaign to succeed, the active help of motorists within their Parliamentary Boroughs and Divisions is essential. All members and supporters of the Automobile Association who can assist in organising that active help when the time arrives, are asked to sign and return the appended offer. To those who do so, details will be issued from time to time concerning the suggested action to be taken within their Constituencies, so that the full advantages of combined effort may be obtained. The trouble involved will be small. The financial outlay nil.

To the Secretary,
The Automobile Association and Motor Union,
Farnham House, Whitcombe Street, W.C. 2.

I undertake, as far as may be in my power, to assist in the conduct of the Motor Fuels campaign, as outlined above.

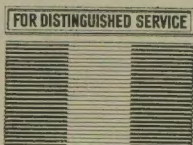
Name

Address

Motor Club No

Parliamentary Borough

Date



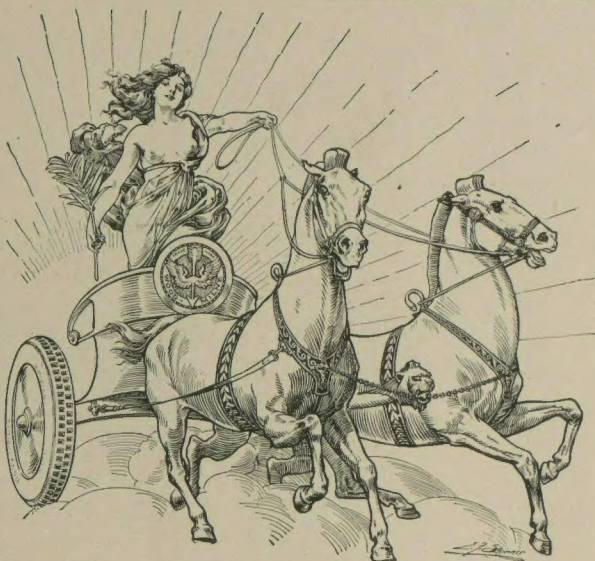
Among our patrons will be found thousands who have served their King and Country with distinction. The

Humber

was the car of their choice when they sought beauty of design, speed and comfort in driving, economy in up-keep, long and faithful service at moderate first cost.

Many are making reservation now for their HUMBER after-war model. Have you done so?

HUMBER LIMITED, COVENTRY.



AURORA

AURORA, the goddess of the dawn, according to mythology dwelt in the East, and at the close of every night ascended to heaven in her chariot, to announce the coming light of the sun. The drawing shown is merely the artist's conception of the goddess, as she appeared ushering in the glorious dawn of November 11, 1918. It will be noticed that her chariot is fitted with

WOOD - MILNE MOTOR TYRES

the reason given being that Aurora is a very artistic, far-seeing and punctual lady, and consequently requires tyre equipment that will add to the neatness of her vehicle, and provide speed and every security on her long journey from the Orient to the Occident.

WOOD - MILNE, LIMITED, 21, ALBION STREET, GAYTHORN, MANCHESTER. Telephone: 8774. City (3 lines).
Telegrams: "Wudmiln, Manchester."
LONDON 42-46, WIGMORE STREET, W. 1. Telephone: Mayfair 735, 6789, 6790.
Telegrams: "Wudmiln, Wesdo, London."
Preston, Leeds, Birmingham, Bristol, Newcastle, Glasgow, Dublin, Belfast, etc.

SCOTLAND'S CAR FOR THE OWNER-DRIVER.

THE

Arrol-Johnston

"VICTORY" CAR

Simplicity of Details.
Interchangeability.
Only two sizes Ball Bearings.
High-grade Steel Forgings.
Driving Seat accessible from either side.
Adjustments without dismantling.
No more Grease Caps.
No more crawling, stooping, perspiring, and staining of hands and clothes.

Details Booklet now ready.

Telegrams—"MOCAR, DUMFRIES."
Telephone 281 DUMFRIES.

Arrol-Johnston LTD.
DUMFRIES.

Overland

Out o' Doors.

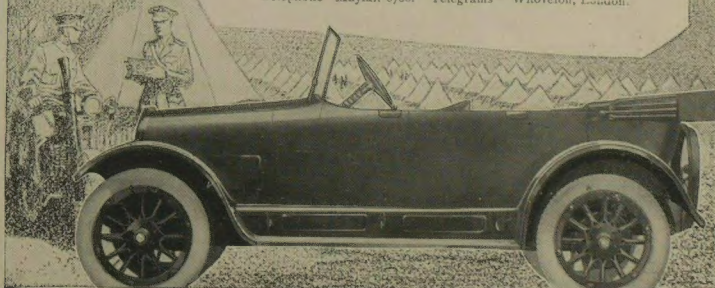
A MODEL of your heart's desire is included in the complete range of Overland motor-cars. There is a car that will make you proud, yet will meet your purse.

For you cannot find greater value. The huge production of Overlands makes possible vast economies, and unusual benefits to you.

Look at the "Big Four" model, for example (shown below). There is nothing in the world like it for all-round utility. Big four-inch tyres, great reserve engine power, fine appearance, simple control, comfortable, long-lasting. And it is completely equipped—ready for the road.

See the Overland dealer in your town for after-war delivery.

Willys-Overland, Ltd.
151-153 Great Portland Street London, W.
Telephone—Mayfair 6700. Telegrams—"Wilovelon, London."



(Continued.)

resumes its former volume and increases as it is bound to do.

A New Napier Record.

Last week a new record in the air was established by Captain Lang and Lieutenant Blows, who, in a "D.H.9" biplane with Napier "Lion" engine of 450-h.p., ascended to 30,500 feet—a world's record for altitude. The time occupied in climbing the first 10,000 feet was 6 min. 18 sec., and, for 20,000 feet, 19 min. 40 sec., an extraordinarily good performance for a machine of this size and type. Everyone concerned—pilot, observer, and the firm responsible for the production of the motor—is justly entitled to feel proud of so wonderful a performance.

No Substitute for Pneumatics.

For many years past—ever since the motor-car became a practical proposition, in fact—the thoughts of inventors have been turned towards the question of a satisfactory substitute for the pneumatic tyre. As a rule, the attempts to find a solution of the problem have been in the direction of the spring wheel. I should not like to hazard a guess as to the number of spring wheels that have been patented during the last twenty years, but there must have been hundreds. Most of those that have made their appearance here I have tested on the road. Some were reasonably

good as to the comfort of their running; others were simply no good at all; none approached the pneumatic tyre in all-round ease of running; while every one had some inherent fault which put it out of court as a sub-

stitute for the air cushion. During the war numberless inventions in connection with this subject have been submitted, but not a single one has been adopted by our own authorities. True, we have not suffered from any shortage of rubber, although we have been using up tyres, pneumatic and solid, at the rate of 50,000 per day, so that there has been no pressing need to go away from the conventions. Germany, however, has been in a far different case, and has been driven to adopt all sorts of shifts and devices for tyreing her transport vehicles. Spring wheels, wooden blocks, helical springs mounted on the rim and in contact with the road surface, rope tyres, and many other devices have been in use for a long time; but, so far as the available information goes, even the ingenious Hun has been unable to evolve anything that comes near the rubber tyre. To my mind, this means that, if the exigencies of war have not produced a substitute, we can regard the spring wheel as a practical proposition as being dead. Personally, I have never had the slightest faith in it, because it suffers from inherent mechanical defects that condemn it from the start. All the ingenuity in the world will not reverse natural laws, and that is what the inventor of the real spring wheel will have to do to attain success. We shall have to stick to our well-tried friend the pneumatic, after all.—W. W.



A SUNBEAM AND A STATUE: "THE MAN WHO SAVED NATAL."

The 12-h.p. Sunbeam car seen in our picture is doing good service in South Africa. It is drawn up under a statue bearing the inscription: "Dick King, Saved Natal, May, 1842," which commemorates a great ride of 600 miles which saved a beleaguered British force in the days of the early settlers.



Will you help the dependants of the Merchant Seamen who bravely faced the risks of War-time Navigation to bring you Food?

The toll of life in the Merchant Service during the war was colossal. Thousands of gallant seamen lost their lives to keep the people at home from starvation. Do you wish to see the dependants of these brave men left to starve after they did their best to keep you from starvation? The Mercantile Marine Service Association is carrying on the good work of relieving distress by providing pensions for the widows of seamen who lost their lives at the post of duty. How much will you give towards this necessary work? Your duty is clear: fill in the contribution form and post your donation to-day.

CONTRIBUTION FORM.

To the SECRETARY, Mercantile Marine Service Association, Tower Building, Water Street, LIVERPOOL (Incorporated by special Act of Parliament). In appreciation of the gallant efforts and noble sacrifices of our Merchant Seamen, I enclose the sum of £ : : towards the funds of your Association.

Name.....

Address.....

Cheques or Postal Orders should be made payable to the Mercantile Marine Service Association, and crossed "Bank of Liverpool, Ltd." not negotiable.

The Palmer Cord

Foundation—the famous foundation which consists of rubber-insulated friction-free interwoven strands—yields ten per cent. more mileage per gallon.

PALMER
CORD TYRES

Made in all sizes with the three-ribbed rubber and the steel-studded treads. Write now for the Booklet, "Palmer's, Petrol, and Power," which gives fully detailed proof of the TEN PERCENT. PETROL SAVING.

THE PALMER TYRE, LTD., 119-123 Shaftesbury Ave., London, W.C.

Branch Depots: BIRMINGHAM; COVENTRY; GLASGOW; LEEDS; MANCHESTER; NOTTINGHAM.

NAPIER
The Proved Best Car.

AERO ENGINES

A London evening paper on Jan. 8th published that the World's Record for altitude was accomplished by a machine fitted with two foreign-made engines.

The facts are these:

This great achievement was accomplished on a D.H.9 Biplane fitted with one 450 h.p. Napier "Lion" engine, which engine was designed and built at our Acton Works, London, W.3.

It is an example of British supremacy, and we feel compelled to correct the mis-statement which has appeared as above.

D. NAPIER & SON, LTD.

14, NEW BURLINGTON STREET, LONDON, W. 1.
Works ACTON, LONDON, W. 3.

MOTORS



ROUGH AND CHAPPED HANDS

so troublesome just now, especially to ladies engaged in work about the house, are easily avoided by using

BEETHAM'S La-rola

(with Glycerine)

a Fragrant Toilet Milk neither sticky nor greasy. It removes all Roughness, Redness, Irritation, Chaps, &c., arising from exposure to Cold Winds and Frosts, or from the use of Hard Water. Apply a little every time the hands are washed and it will keep them in perfect condition.

In bottles, of all Chemists and Stores, 1/4

PALE COMPLEXIONS

may be greatly improved by just a touch of "LA-ROLA ROSE BLOOM," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-

M. BEETHAM & SON,
CHELTENHAM SPA,
ENGLAND.



SIR WILLIAM ROBERTSON NICOLL

"Every year, I may say every month, of my life I am more deeply convinced of the importance of Shorthand as an almost indispensable study to young men and young women whatever their profession may be. PITMAN'S is, for practical purposes, the only system of shorthand."

If you will Invest a little of your time each evening this Winter, it will yield you rich dividends in the days to come

Pitman's is the "Gilt-edged" System—the one you can confidently invest in.

Pitman's Shorthand

"Pitman's Shorthand, Rapid Course," of all Book-sellers, price 2/6, or with additional exercises, 4/-. Free lesson and interesting booklet post free from Pitman's School, Southampton Row, London, W.C. 1. or Sir Isaac Pitman & Sons, Ltd., 1, Amen Corner, London, E.C. 4.

PUT UP A BARRAGE AGAINST
CHILLS AND
INFLUENZA
GERMS

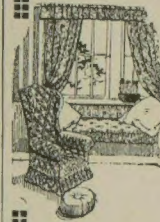
"USE SANITAS"

AS MOUTH AND TOOTH-WASH FOR GARGLING
AND FOR SPRAYING ROOMS
8²/₃ & 1¹/₃ Bottles & 6¹/₂ per Gallon.

THE "SANITAS CO. LTD." Limehouse, London.

Disinfectant Manufacturers by Appointment to H. M. THE KING

PULLARS for cleaning Household Furnishings



Many homes, closed during the war, are being reopened, and there is now a rush to have Blinds, Cretonne & Chintz Covers, Cushions, Curtains, Quilts, Blankets, and Carpets Cleaned or Dyed.

Pullars of Perth, with their hundreds of highly-trained workers and modern plant, are equipped for handling all such orders. Orders received at any of Pullars 4000 Agencies or Branch Offices.

Return carriage paid on all orders sent direct to—Pullars

Cleaners & Dyers Perth

LLOYD'S IN TUBES. 1s. 6d. & 3s. each

THE ORIGINAL EUXESIS FOR EASY SHAVING.

WITHOUT THE USE OF SOAP WATER OR BRUSH.
Put a Tube in your Kit Bag

The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK

We bought the business, with the recipe, trade mark, and good will from the Executors of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory from all Chemists, Hairdressers, &c.

Wholesale only: J. HOVENDES and SONS, Ltd., Berners Street, W., and City Road, E.C.



ASTHMA?

MORE THAN

20,000

sufferers from ASTHMA (Chronic, Bronchial, Nervous), Hay-Fever (Dry or Summer Asthma), etc., have been relieved, and thousands totally cured by using

Vivamol!

THE MOST SUCCESSFUL HOME REMEDY, FOR YOUNG AND OLD OF BOTH SEXES.

Contains no harmful drugs!

THREE WEEKS' FREE TRIAL

Write for particulars to—

VIVAMOL, Ltd. (Dept. I.N.), 73, Great Portland St., London, W. 1

For your Infant or Invalid

Benger's Food is appetising and delicious. Even the milk used to prepare it is made lighter and easier to digest!

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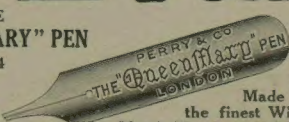
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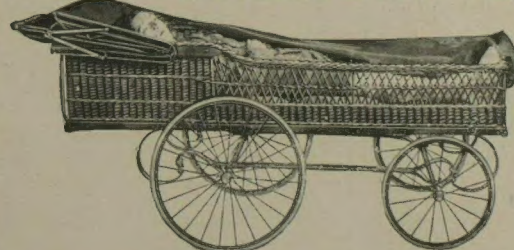
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dreams, dreams. . . . It is a tonic mixture, "Mummery" (Collins), and people with palates will, perhaps, wince at its bitterness, but approve its quality. After it, with perceptions cleared, they may or not become introspective, and be shocked to find that they, or fragments of themselves, have helped to provide material for Mr. Cannan's novel. His quarrel is, of course, really with the knaves and the fools who, together, make up the mass of any tightly packed community. Can they help themselves? Could they be sincere if they tried, except in their vanity, and jealousy, and their fumbling greed? No; truth and beauty in such a London as this are hidden in a poet's vision of the forms of things unseen, and only the pure in heart can lay hold upon them. Which things are, of course, an ancient parable. "Mummery" strikes hard and cuts sharply into a stinging examination of tender places;

and Clara-Ariel flies the stage of the Imperium, to find her heart's delight with the playwright of the unacted plays in a book-shop in the Charing Cross Road. For there is a better London, you see, if you know where to look for it, and Mr. Cannan does not entirely despair of humanity. Charles, by the way, a figure he spends much pains upon, has somehow contrived to remain unreal. This is a sort of Pepper's ghost Charles—a reflection of something visible to the author, but not appearing in the reader's view.

TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Fifty-three (from July 6 to December 28, 1918) of THE ILLUSTRATED LONDON NEWS can be had, *Gratis*, through any Newsagent, or direct from the Publishing Office, 172, Strand, London, W.C.2



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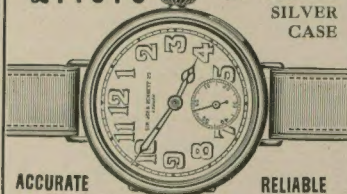
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